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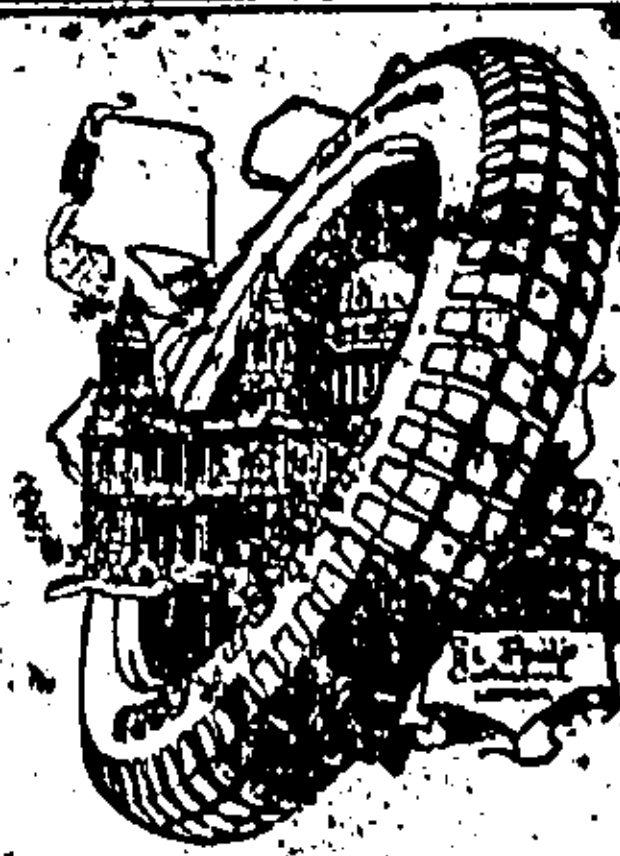
TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 17/6d.

No. 27,760

HONG KONG, WEDNESDAY, APRIL 1, 1931.

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LORD STAMFORDHAM PASSES AWAY.

Over Fifty Years in the Royal Service.
JUBILEE COMPLETED.

London, Yesterday.
The death occurred to-day at St. James's Palace of Baron Stamfordham, (Lt.-Col. the Rt. Hon. Arthur John Bigge), Private Secretary to H.M. the King since 1910, in his eighty-second year. As a young man he took part in the Zulu War, being a captain in the Royal Artillery.—Reuter.

Record of Service.
Viscount Stamfordham, the King's principal private secretary and confidential adviser, who recently underwent an operation in London, completed fifty years of service in the Royal household this year.

As Captain Arthur Bigge, of the Royal Artillery, he was the officer deputed to accompany the late ex-Empress Eugenie of France to the scene of her son's death in Zululand. This brought him under the notice of Queen Victoria, who rewarded him for his services by appointing him, in 1881, to be one of her grooms-in-waiting.

He had not held this position long before the Queen chose him to be her private secretary in succession to Sir Henry Ponsonby, and he held this position until her death in 1901. He then passed into the service of the present King.

Early at Work.
Although Lord Stamfordham was in his eighty-first year, he was as alert and vigorous as ever, and might often be seen in the morning striding briskly along from his official residence in the precincts of St. James's Palace to his duties at Buckingham Palace, where he was always early at work. It is understood that he proposed to retire from Court as soon as he had completed his "jubilee" there, and that the King had intended to bestow on him some tangible reward for his fifty years of faithful service. The King will miss his "right hand."

His work during the war period was of a particularly exacting character. Its full value to the King and the nation will probably never be completely realised by the outside world. (See early cable on page 9).

MILITARY COSTS.

SUBSTANTIAL DECREASE IN BRITAIN.

INCREASES ELSEWHERE.

Rugby, Yesterday.
Answering a question in the House of Commons to-day the Minister for War, Mr. Tom Shaw, said that preliminary figures showed that only in the case of Great Britain was there a substantial percentage decrease in 1930, compared with 1924, in national expenditure on military services. In the case of Japan there had been a small decrease, but in respect of France, Italy, the United States, and Russia there were increases.—British Wireless Service.

SIR J. SALMOND.

FLIGHT FROM MARSEILLES TO MALTA.

Rugby, Yesterday.
The Air Chief Marshal, Sir John Salmond, who is to make an inspection tour of Air Force Stations in Malta, Egypt, Palestine, and Trans-Jordan, arrived in Malta this afternoon in one of two flying boats which flew 750 miles from Marseilles in 7 1/2 hours.—British Wireless Service.

BRITAIN & CHINA.

EXTRALITY REPORTS OFFICIALLY DENIED.

Nanking, To-day.
Replying to enquiries regarding widespread reports that the extrality negotiations between Great Britain and China have reached a deadlock, Sir Miles Lampson's staff states that there are no such reports. The conversations have merely been suspended over the Easter holidays. Dr. C. T. Wang, Foreign Minister, also denies that the negotiations have resulted in a deadlock.—Reuter.

DISASTER TO THE R101

OPINION OF THE EXPERTS.

POSSIBLE CAUSES

NO FAILURE OF CONTROL GEAR.

Rugby, Yesterday.

The report on the disaster of the R101, which was destroyed in France when all but eight of 54 people on board perished instantly in flames, is unanimous.

It offers no opinion on the future of airships, recognising that it is for others to determine whether the experiment should be further pursued, and it is devoted entirely to the cause and case of the specific event. For this purpose important features in construction and subsequent modifications and reconstruction of the vessel, together with the history of its former flights, are carefully examined.

Definite Facts.

Discussing the cause of the disaster the Court started with a series of definitely ascertained facts which the inquiry established as follows:—

When the watch was changed at 2 a.m. there was no cause for immediate alarm known to those in charge of the navigation of the ship. The vessel must have been at least 1,000 feet above the ground. The ground itself at this point is two or three hundred feet above sea level. At 2 a.m. the elevator wheel would have been handed over to another height coxswain, who would not at once get the feel of the ship. The weather was exceedingly bad. The ship in her trials had lost gas at an abnormal rate, certainly by the wearing of the holes in the gasbags and perhaps through her valves when she rolled.

Failed to Keep Height.

On the Indian journey she had rolled more than ever before, and had failed to keep the height as the Officer of Watch intended at an earlier period. If she was becoming increasingly heavy, this could be counter-acted by a suitable lift of the elevator, but in very bumpy weather it would be more difficult to detect the rate and extent of the change.

All her engines had been running satisfactorily at cruising speed for a considerable time right down to 2 a.m. This ought to give a speed through the air of a little over 50 knots. The course of the vessel was not directly in the teeth of the wind, and her speed over the ground might be expected to be 15 to 20 miles per hour.

Descended Rapidly.

In these circumstances at about 2.5 her nose dropped, and she continued in this position for about 30 seconds, descending rapidly. Her pitch downward was sufficiently severe to wake up a man who was asleep in his bunk and to cause things to slide to the lower end of the smoke-room.

The height coxswain, by putting his elevator up, succeeded at length in bringing the ship again to about even keel, but she remained in this position only for a few seconds. At about the time when it appeared that she was not further responding to the up-elevator, so as to recover her height, the Officer of the Watch gave orders through the engine-room telegraph to reduce speed. About two moments the vessel got into a second steep dive which lasted for only a few seconds before she struck earth. The impact was not severe.

"Vessel Could Recover."

The slowing down of the engines, combined with the warning given by the crew, is only consistent with the view having been taken that the vessel could recover. Apart from reducing speed, the only other action that could be instantly taken to lighten the impact would be to drop such ballast as could be released from the control car. Releasing the ballast in the nose of the ship which could not be automatically controlled was a further and slower operation, and it is not clear whether it was done.

PUBLIC EMPLOYEES IN TROUBLE.

Water Works Inspector in Court.

BAILIFF CHARGED.

A Chinese Water Works Inspector, Li Lu-sang, who has been in the employment of the P.W.D. since November, 1924, appeared before Mr. E. W. Hamilton in the Kowloon Police Court this morning charged with unlawfully obtaining \$30 from Ho Kam-lin, by saying that he would expedite the laying of water service to the latter's property at Nos. 201, 203, 207, and 209, Tong Mei Road, Shamshuipo, in February.

An additional charge of obtaining money from Ho Kam-lin by implying that he had been authorised by a European official to collect \$60 with a view to influencing the laying of a water service to certain houses was also preferred.

Mr. Loseby appeared for the defence, and a week's remand was granted, bail of \$500 being allowed.

Official Receiver Prosecutes.
Serious charges were preferred against Wong Sik, a bailiff of the Supreme Court, before Mr. E. H. Williams in the Central Police Court this morning, namely:—(a) That he at 24, Wing Wo Street, on March 30, being a person entrusted with others with certain property, namely, six sacks of iron castings, in order that he might retain the same in safe custody, fraudulently did convert the same to his own or benefit; (b) that he on March 30 did steal six sacks of iron castings.

The complainant on the charge sheet was stated as the Official Receiver, who was represented in Court by Mr. H. J. Millington (head bailiff).

Mr. F. X. d'Almada, jun., appeared for the accused and asked for a remand.

His Worship fixed the hearing of the case for April 9, at 2.15 p.m., and allowed bail in the sum of \$500.

The fire did not break out till after the ship struck ground.

Numbers of Explanations.
First among the explanations definitely reported by the Court is any idea that the vessel, from internal weakness, broke up in the air.

Secondly, the explanation is set aside that there was any failure of the control gear.

Thirdly, the Court reaches the conclusion that the accident could not be explained solely by reference to abnormal weather conditions, although the weather was the predisposing cause.

Fourthly, there is no reason to attribute the accident to any failure in the competence of the officers or crew, but in view of the recent change of watch and of the prevailing weather it may well have been impossible to bring the ship rapidly back to a horizontal position if her nose was forced down in the way suggested.

Fifthly, the longitudinal gasbag movement is so limited in extent that by itself it is quite insufficient to account for the serious loss of control, even in tempestuous conditions.

Substantial Loss of Gas.

The experts who gave evidence believe that the explanation of the disaster, must be associated with the substantial loss of gas, and the report discusses whether the loss was general throughout the length of the ship or chiefly concentrated in the fore-part. Was the loss gradual or due to a sudden catastrophe which would empty the forward gasbags immediately before the final dive? Or, is the explanation of the gradual loss spread over the considerable catastrophic loss?

After examining the views of the experts on these points, the Court reaches the conclusion that there were three phases in the final movements of the R101:—

"In the first she drops her nose and descends at a noticeable steep angle for half a minute before, by the use of the up-elevator, she is brought back to approximately a horizontal position."

The second phase then begins and continues for a short time during which, in spite of her utmost efforts, she does not succeed in getting her nose appreciably up, but continues horizontal until she suddenly passes into the third phase, when she dives again and strikes ground almost at once at an angle of at least fifteen degrees. Concluding its examination.—(Continued on Page 7.)

THE SILVER ENQUIRY

CURRENCY EXPERTS IN COLONY.

MEETING TO-DAY.

INTERVIEW WITH THE GOVERNOR.

Mr. P. H. Ezzechiel, C.M.G., and Mr. G. L. M. Clauson, O.B.E., (Secretary), two of the members of the Currency Commission which was appointed by the Colonial Office recently to enquire into the currency affairs of Hong Kong, arrived in the Colony this morning on board the N.Y.K. s.s. Wakasa Maru. Mr. W. H. Clegg, the leader of the Commission, is expected shortly. They are at present staying at the Peninsula Hotel, Kowloon.

Long Conference.
The China Mail understands that Mr. Ezzechiel and Mr. Clauson had a long conference this morning with His Excellency the Governor. (Sir William Peel, K.C.M.G.), and the Colonial Treasurer (the Hon. Mr. C.M. Messer) and other officials, to discuss the preliminary steps to be taken by the Commission in their enquiry. It is understood that they remained to tiffin at Government House.

The recently issued Memorandum and other data drawn up by the local Currency Committee will be placed before the Commissioners, who will have interviews with the leading bankers and others who sat on the Committee appointed last year.

A Slight Error.
A slight error was made by Mr. Ezzechiel when referring to the Hong Kong currency at a meeting of the Kuala Lumpur Rotary Club on March 21, when he declared that "Hong Kong's currency was based theoretically on silver, in that the only unlimited legal tender was the silver dollar, the Mexican dollar (sic) and the English trade dollar, both heavy and unwieldy."

Mr. Ezzechiel, no doubt, was unaware that the Mexican dollar ceased to be legal tender in the Colony last year, by an Order in Council published in the Government Gazette in June.

CLOUDY.

The Royal Observatory's weather report, to-day states: The depression has deepened and moved to the South of Tokyo.

An anticyclone is central to the North of the Yangtze Valley.

Fresh monsoon along the S. Coast of China and over the N. China Sea.

Forecast:—N. E. winds, fresh; generally cloudy.

Rainfall.
Rainfall for 24 hours ended at 10 a.m.—all. Rainfall since January 1—4.05 inches against an average of 3.25 inches—deficit 2.18 inches.

Temperature.
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong 65
Macao 65
Prata Island 74
Manila 79
Rangoon 60
Swatow 60
Chefoo 44
Shanghai 41

TERRIFIC 'QUAKE' IN NICARAGUA

Destruction of City of Managua.

OVER 1,000 DEATHS.

Managua, Yesterday.
A terrific earthquake has destroyed the city of Managua. The few houses left standing are on fire.

Fire Spreading.
New York, Yesterday.
The earthquake at Managua, which occurred at 10 this morning, was short and sharp. At least 40 persons were killed, in addition to the collapse of the majority of buildings. The local wireless station, which has transferred its quarters five miles outside the City, reports that fire broke out in the Market Square and is travelling rapidly westwards. "It will probably finish the job."

President Hoover has ordered the American Red Cross to organise relief immediately.

Death Toll Mounts.
Over 400 persons were killed in Managua, according to an estimate of the tropical radio station at Miami, and at least 35 were incinerated in the collapse of flaming buildings in the centre of the town. National Guardsmen's efforts to check the path of the flames were frustrated by the exhaustion of the stocks of dynamite.

Navy to the Rescue.
The Navy Department has ordered four naval vessels to proceed to Nicaragua waters, including an aircraft carrier.

Thousands Injured.
Later.

According to the latest advices the death toll in Managua is 1,000 while it is estimated that several thousands were injured, including a number of American women and children and their relatives, and business and Army men. The British and American Legations have been incinerated and all the Government offices wrecked. Most of the banks, shops and offices have been burned down.—Reuter's American Service.

[Managua is the capital of the Republic of Nicaragua and has a total population of 32,536 inhabitants. The Constitution of the Republic came into being on April 5, 1913. The people are principally of mixed Spanish and Indian extraction, with Negroes from Jamaica and other islands of the Caribbean, and some Americans. The prevailing form of religion is the Roman Catholic, the cathedral and seat of the Archbishop being in Managua.]

Planes Rushed to Scene.
New York, Yesterday.

Rear Admiral Smith is leaving Balboa to-night aboard the flagship Rochester for Corinto, Port Managua, where he is expected to arrive on Friday. Two Naval transport planes have been ordered to take off immediately from Balboa for Managua with doctors and medical stores. The giant aircraft carrier Lexington is already flying at full speed from Guantanamo, Cuba, to Bluefields, on the east coast of Nicaragua, whence further planes will be despatched to Managua with medical assistance.—Reuter's American Service.

New York, Yesterday.
The means of the injured pinned under the debris filled the air as United States Marine patrols scrambled over the smouldering ruins in Managua to succour them. While the fire raged through the central business district volunteers raced ahead of the flames, removing the injured, heedless of the risks from falling walls, and in the only hospital standing United States Marine doctors and nurses treated hundreds seriously injured.

Above the tragic scene the new Presidential Palace, built on a hill overlooking the city, stands unharmed.—Reuter's American Service.

THEFT FROM A CLUB.

To-day Leung Tai-chi, who was recently charged in the Kowloon Police Court with stealing nine silver spoons from the Club house of the K.B.S.F.P.A. King's Park, was convicted. He admitted the theft and also being a returned banished.

Sentence of 12 months imprisonment was passed on the defendant charged with the theft of the spoons. He was concurrently charged with the theft of the spoons.

CONVICTION QUASHED

CROWN CASE FAILS IN PIRACY CHARGE.

NO ROBBERY.

FULL COURT AND JURISDICTION.

In the Full Court this morning before Mr. Justice J. R. Wood and Mr. Justice R. E. Lindsell, the jury's conviction at the February Assizes against the twelve Chinese charged with acts of piracy was quashed. After reviewing the case in detail, Mr. Justice Wood gave it as his opinion that robbery was necessary to support a conviction of piracy in that Court. This was the point reserved for consideration by the Full Court. Mr. Justice Lindsell concurred.

Counsel in the case were the Hon. Mr. C. G. Alabaster, Attorney-General and Mr. H. Somerset Fitzroy, Assistant Attorney-General, for the Crown, and Mr. Hin-shing Lo (instructed by Messrs. Wilkinson and Grist) for the accused. The judgment attracted much interest and there was a number of members of the legal fraternity present when the Court sat at 11.30 a.m.

After reciting the facts of the case, and the circumstances in which the question had been reserved, Mr. Justice Wood said that the learned Attorney-General had submitted that the decision wholly upon international law. The piracy charged was piracy pure and simple, and by international law it was justifiable anywhere where, conviction might be recorded by a competent Court in any country.

The importance of this submission lay in this, that if the Court is here to refer for its jurisdiction to international law and to it alone, then its jurisdiction may be held not to be limited by decisions given by the English courts proceeding under the common law and the statutes of the realm of England.

The Attorney-General had quoted the case of Kwok A Sing who had been accused in 1873 of piracy pure and simple. In that case the Judicial Committee contented itself by observing that the Crown alleged was, by the law of nations, justifiable everywhere.

Argument Untenable.

After quoting various cases in this connection, the Chief Justice said that in his opinion the argument that a jurisdiction whether in England or this Colony in respect of an extra-territorial offence could be derived by a Court from international law directly without the intervention of legislation could not be sustained. Legislation was necessary and if the crime of piracy be extra-territorial the legislation to empower this Court to try that offence must be the legislation of the Imperial Parliament.

The competency of the Court was derived from its Sovereignty. Unless it received jurisdiction from the Sovereign a court was without power to act. Further, the contention of the Crown was founded upon a misconception of the constitutional elements of international law which in this matter gave no directions but merely negatived a prohibition. Outside the limits of a territorial jurisdiction the rule of international law upon which the Crown here relied was permissive and not obligatory. It was permissive and not positive. Piracy pure and simple was not a crime in the sense in which a breach of the common law was a crime. No international obligation existed even by implication to punish piracy; it was a crime which was not a crime in the sense in which a breach of the common law was a crime. No international obligation existed even by implication to punish piracy; it was a crime which was not a crime in the sense in which a breach of the common law was a crime.

No Universal Definition.
Later in the judgment His Lordship gave it as his opinion that universal definition of piracy was never made. He would support the view that the definition of piracy was not universal.

BRITISH BUDGET DEFICIT

Biggest Adverse Balance Since 1926.

MET BY BORROWINGS.

London, Yesterday.
The financial year 1930-31 has ended with a deficit of £23,276,000, instead of a surplus of £2,236,000, for which Mrs. Snowden budgeted last April.

Revenue amounts to £775,894,000, and expenditure to £799,170,000. This is the biggest adverse balance in the National accounts since the financial year 1926-27, when there was a deficit of £36,693,000.

The present deficit has already been met by borrowings and part of the deficit is artificial, inasmuch as it is offset by an excess payment of £11,480,000 to the sinking fund. The real deficit, therefore, is £11,845,000.—Reuter.

of the crime of piracy for purposes of a trial either in England or this Colony, depended in the first instance not upon the law of nations but upon the meaning attached to piracy in the English statutes and in decisions of the English courts.

After considering different definitions of piracy, His Lordship said that it seemed to him a correct proposition to say that the jurisdiction of the English courts in piracy which was created by the statute of Henry VIII. was at no time enlarged, by the subsequent statutory additions in England to the list of felonies.

"Sunning" and "Haiching."

Later His Lordship said "In the record of this Court there are two interesting indictments to which I have drawn attention. They are connected with what are locally known as the 'Sunning' and the 'Haiching' offences. The distinguishing feature between these two offences was that in the case of the Sunning the prisoners succeeded in disposing of the master and obtaining control of the ship (which was subsequently retaken from them by the gallant action of the ship's officers), while the attack upon the 'Haiching' was foiled and the attackers at no time controlled the bridge. Both indictments were filed by the present learned Chief Justice, Sir Joseph Kemp, who was then Attorney-General. He charged the first set of prisoners with 'piracy with assault with intent to murder.' In the particulars of offence, he set out the acts of violence and after so doing proceeded 'and then and there committed the crime of piracy in respect of the said ship by stealing with force and violence the said ship.'

An Essential Element.
By way of contrast, the later indictment alleged 'wounding persons on board a ship with intent to commit piracy' and the particulars of the offence corresponded with this statement. It would thus appear that at the time when these two indictments were drafted the draftsman gave effect to the opinion that the stealing of the ship constituted an essential element in the crime of piracy.

His Lordship then turned to consideration of the term piracy as it had been used in the statutes dealing with piracy (other than municipal piracy). It was not necessary for the learned Attorney-General to argue, nor did he, that the crime of piracy was an essential element in the crime of piracy.

Great Winnipeg's second oil refinery is being erected by the Radio Oil and Gas Co. Ltd. The plant will have a capacity of 400,000 barrels and will cost approximately \$200,000.

On to-day is beyond doubt the richest country in the world. Our wealth is better distributed than that of other countries and our untapped wealth is incalculable. said Frank J. McKinney of Winnipeg on his return from a visit to the principal market centres of the British Isles, Europe and Asia. He added that Canada is in a better position to recover from the present world depression than any other country in the world due largely to the Dominion's sound principles of economy and finance, the comparatively low taxes and the small percentage of deferred payment business.

(Continued on Page 7.)

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GOVERNMENT NOTICES

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on TUESDAY, the 7th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Locality: North of Kowloon Road, near the intersection of the road with the road leading to the site of the former Kowloon Race Course.	ft. ft. ft. ft. about	As per sale plan.	18,410 315 32,318

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PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on TUESDAY, the 7th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Locality: North of Kowloon Road, near the intersection of the road with the road leading to the site of the former Kowloon Race Course.	ft. ft. ft. ft. about	As per sale plan.	12,450 85 18,615

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SPORT NOTICES**THE HONG KONG JOCKEY CLUB.**

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 4th April and on MONDAY, 6th April, 1931, commencing at 12.30 p.m. on both days.

The first bell will be rung at 12 o'clock noon.

There will be an interval for Tiffin after the 2nd Race on both days.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$3 for Ladies (both including tax) are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary badges (limited to ONE) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is \$2 per day including tax, for all persons including ladies and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Tiffin will be served in the Restaurant in the Public Enclosure during the tiffin interval.

By Order,

C. B. BROWN.

Secretary.

Hong Kong, 28th March, 1931.

COMPANY MEETINGS**HONG KONG REALTY & TRUST COMPANY, LIMITED.**

(Incorporated under the Companies Ordinances of Hong Kong.)

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS of the Hong Kong Realty & Trust Company, Limited, will be held at the Registered Office of the Company, Exchange Building (2nd floor), Des Voeux Road Central, Hong Kong, on WEDNESDAY, the 15th day of April, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended 31st December, 1930, and re-electing Directors and the Auditors.

The TRANSFER BOOKS of the COMPANY will be CLOSED from WEDNESDAY, the 8th day of April, 1931, until WEDNESDAY, the 15th day of April, 1931, both days inclusive.

By Order of the Board,

C. F. V. RIBEIRO,

Acting Secretary.

Hong Kong, 23rd March, 1931.

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Public Auctions

GENERAL NOTICES**BANK HOLIDAYS**

IN Accordance with Government Ordinance, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 3rd, 4th and 6th April (Easter Holidays).

Hong Kong, 27th March, 1931.

A. S. WATSON & CO., LIMITED.**NOTICE.**

ON AND AFTER 1ST APRIL NEXT, the Hong Kong Dispensary Drug Store and the Wine Department will observe the following hours of business.

8.30 a.m. to 5 p.m. except Saturdays when both Stores will close at 1 p.m. The Hong Kong Dispensary, Dispensing Department, will be open.

On week days until 7.30 p.m. On Sundays and Public Holidays 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LIMITED.
Hong Kong, 28th March, 1931.

HONG KONG FOOTBALL ASSOCIATION.**NOTICE OF REMOVAL.**

EFFECTIVE from the 1st APRIL, 1931, the present Office at the French Building will be REMOVED to No. 20, Ice House Street, Ground Floor.

W. E. HOLLANDS,

Hon. Secretary.

Hong Kong, 31st March, 1931.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD., HONG KONG.

NOTICE IS HEREBY GIVEN that DIVIDEND WARRANTS will be available on April 8, 1931, and will be delivered against application by shareholders in person or in writing to the Registered Office of the Company, 178, Connaught Road West.

By Order of the Board,

D. L. KING,

Secretary.

Hong Kong, March 31, 1931.

NEDERLANDSCH INDISCHE HANDELSBANK, N.V.
(Netherlands India Commercial Bank) Established 1863 at Amsterdam.
Hong Kong Agency.

NOTICE.

NOTICE IS HEREBY GIVEN that as from April 7 next, this Bank will occupy New Premises at 5, Des Voeux Road Central (Opposite present Office).

C. J. ENDERT,

Manager.

Hong Kong, March 30, 1931.

OUR**LADIES' TAILORING DEPARTMENT**

undertakes to execute orders FOR MAKING DRESSES & GOWNS on latest styles within 18 hours.

LOVELY SILK STORE

No. 2, Stanley Street. Tel. 22100.
(Adjoining D'Aguiar Street.)

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Taikeo Sanatorium	1000
Mt. Davis	877
Bowen Road (R. Carbede)	297
Mainland.	Feet.
Taimoshan	3124
Kowloon Peak	1971

AN INTRODUCTORY HISTORY

by
A. H. CROOK, O.B.E., M.A.
W. KAY, M.A.
W. L. HANDYSIDE, M.A., B.Sc.

PRICE \$2.00

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China Mail Office.

FOR YOUR EASTER!

LARGE ASSORTMENTS

OF

EASTER EGGS

and Fancy Chocolates.

Prices defy Competition.

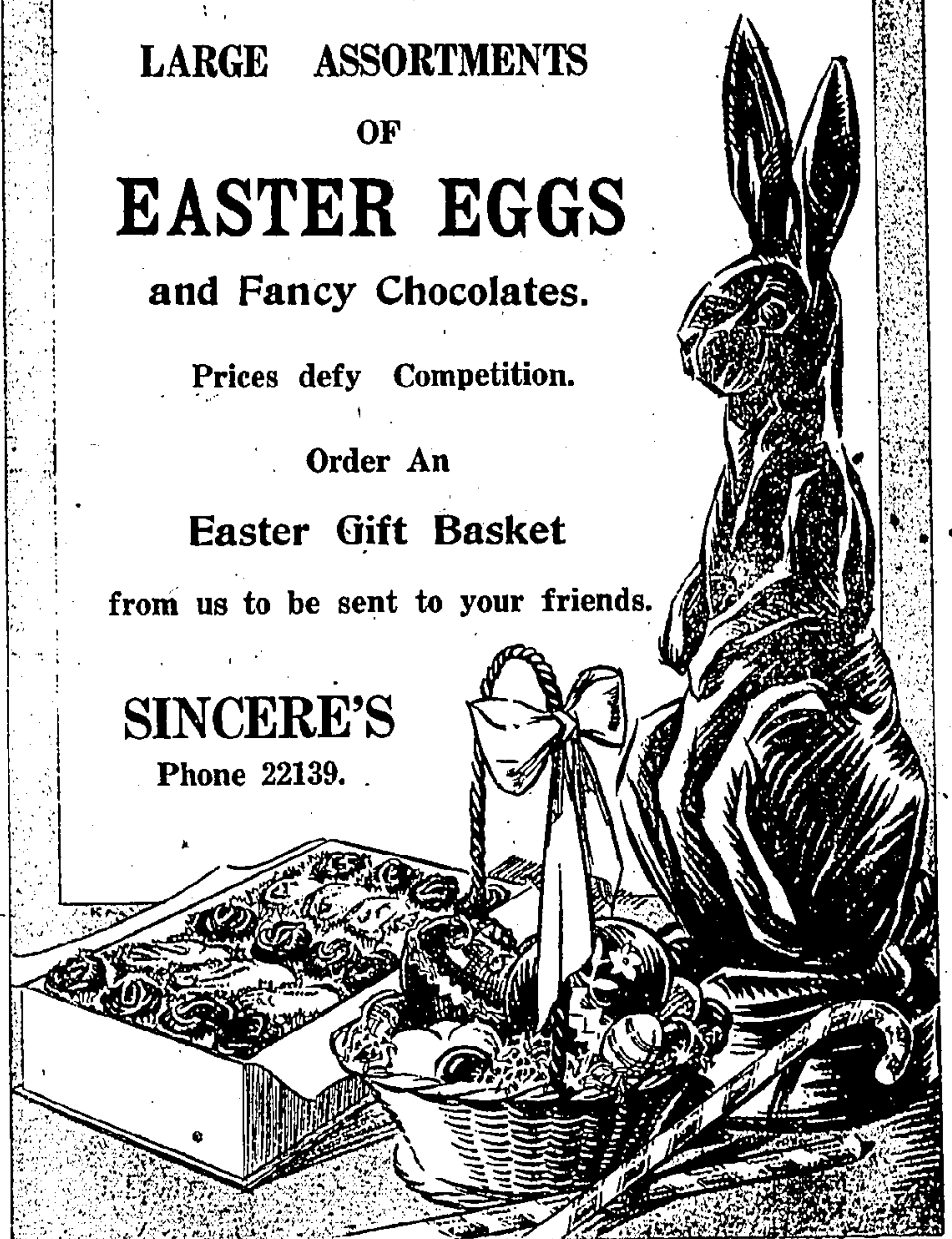
Order An

Easter Gift Basket

from us to be sent to your friends.

SINCERE'S

Phone 22139.

**STAR**

DUE TO THE

ENORMOUS SUCCESS

PROFESSOR MARTENOT
will present

"MUSIC from the ETHER"

TO - MORROW, APRIL 2nd

YOUR FINAL OPPORTUNITY

Booking at Moutrie's & Star.

Prices: \$4.40, \$3.30, \$2.20, \$1.10.

**THE SAFE-CABINET & VICTOR
— FIRE PROOF SAFES —**

Provide
The
Maximum
Fire
Protection

Sole Agents:—

DODWELL & CO., LTD.

QUEEN'S BUILDING.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
ASAMA MARU Wednesday, 1st April.
SHUNYO MARU Tuesday, 14th April.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
HEIAN MARU Tuesday, 21st April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
FUSHIMI MARU Saturday, 4th April.
HAKOZAKI MARU Saturday, 18th April.
SYDNEY & MELBOURNE via Manila & Ports.
KAMO MARU Saturday, 25th April.
KITANO MARU Saturday, 23rd May.
BOMBAY via Singapore, Penang, & Colombo.
TANGO MARU Saturday, 11th April.
TOTTORI MARU Monday, 27th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
BOKUYO MARU Wednesday, 22nd April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU Tuesday, 14th April.
NEW YORK, BOSTON via Panama.
LISBON MARU Monday, 13th April.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.
LIMA MARU Monday, 13th April.
CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU Wednesday, 8th April.
MURORAN MARU Wednesday, 15th April.
HANGHAI, KOBE & YOKOHAMA.
WAKASA MARU Wednesday, 1st April.
HAKUSAN MARU Friday, 3rd April.
HAKUNA MARU Friday, 17th April.
† Cargo only.
For further information apply to: **NIPPON YUSEN KAISHA.**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Sun.	8th Apr.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Mon.	27th Apr.
BOMBAY via Singapore & Colombo.	Shinnoh Maru	Fri.	3rd Apr.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Canada Maru	Wed.	1st Apr.
MELBOURNE via Manila, Brisbane & Sydney.	Brisbane Maru	Tues.	7th Apr.
CALCUTTA via Singapore, Belawan, Deli & Rangoon.	Burma Maru	Thurs.	2nd Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Africa Maru	Sat.	11th Apr.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwanan Maru	Sat.	4th Apr.
JAPAN PORTS (Freight Service).	London Maru	Sun.	5th Apr.
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Menado Maru	Thurs.	2nd Apr.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Hozan Maru	Sun.	5th Apr.
TAKAO via Swatow & Amoy (Fortnightly).	Canton Maru	Sun.	12th Apr.
	Deli Maru	Thurs.	9th Apr.

For further particulars please apply to:
OSAKA SHOSHEN KAISHA.
Telephone 28961.

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.

SOUTH CHINA MOTOR-SHIPBUILDING & REPAIRING WORKS, LTD.

General Managers:
BRANDT & CO.
St. George's Building, Chater Road.

Building and Repairs of Steamers
and Motorships of every type.

Telephone: 2772.
Night: 2715.
Telegrams: "SARACON".

To Kwa Wai-Kowloon Bay.
Telephone: 2701 Day and Night.
Works Manager: W. H. HALLITT.
Telegrams: "MOTIARD".

Installation and Repairs of
Diesel Engines and Motors
for Marine and Stationary
a specialty.

N.Y.K. SERVICE.

REDUCED FARES TO EUROPE.

For the benefit of passengers travelling between the Orient and Europe by the N.Y.K. Line during the off-seasons specified below, the N.Y.K. Line has made a substantial reduction in the 1st class passage fares on its Japan-Europe service, and also offered some special advantages to passengers. The particulars are as follows: The newly established fares are applicable to the passage between the ports east of Hong Kong, inclusive, in Europe (Naples) excepted in the case of passage from Hong Kong), during the seasons of July to December, inclusive, on the westward voyage, and of April to July, inclusive, on the eastward voyage on the Japan-Europe Service steamers.

The "C" rates, which have hitherto been applied only to the cabins on the C deck of the four steamers, Fushimi Maru, Suwa Maru, Kashima Maru and Katori Maru, shall now be applicable to all cabins, irrespective of the positions of decks, of all the passenger steamers, including the "H" class ships, Hakone Maru, Hakozaki Maru, Hakusan Maru and Haruna Maru, but excluding the two new motor liners, Terukuni Maru and Yasukuni Maru, on the run, for which B rates are applied.

All extra charges for the rooms with private bath, superior rooms without private bath, single-berth cabins of all vessels, and cabins Nos. 101-104 of "H" class steamers have been waived; but A rates will be applicable to the rooms with bath of Terukuni Maru and Yasukuni Maru; B rates for single-berth cabin on those ships and C rates for single-berth cabins on all other ships.

The newly-reduced and former first class "C" rates may be compared as follows:—
The revised rates will become effective from the s.s. Hakone Maru, sailing from Yokohama on July 13, on the west-bound voyage, and on the east-bound voyage from the s.s. Kashima Maru, sailing from London on April 10.

By this arrangement made by the N.Y.K. Line, passengers to Europe will be able to make a more interesting and comfortable trip to the European Continent than by taking the Siberian route, and for almost the same amount of travelling expenses.

LAUNCH OF FERRY BOAT.

Messrs. W. S. Bailey & Co., Ltd., have launched from their Yard at Kowloon a steel ferry boat of 90 feet to order of the Hong Kong & New Territories Ferry Co., Ltd. The vessel is fitted with Gardner engines of 152 horse power, and the construction was supervised by Messrs. B. A. Purves & Co., consulting engineers to the owners.

ARRIVALS OF SHIPS.

Tuesday, March 31.
Autolycus, British str., 4,859 tons, Captain T. B. Nelson, from Shanghai, buoy No. A6—B. & S.
Canada Maru, Japanese str., 3,552 tons, Capt. K. Yugeta, from Moji, buoy No. A7—O.S.K.
Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A5—J.C.J.L.
D'Artagnan, French str., 18,104 tons, Capt. Maloussena, from Yokohama and Shanghai, Kowloon Wharf—M.M.
Kalapoi, British str., 1,246 tons, Capt. J. Baldwin, from Whampoa, Yaumati Anchorage, Williamson & Co.
Kittawa, British str., 708 tons, Captain J. Crosthwaite, from Kamfa, Yaumati Anchorage—Sze Wai S.S. Co.
Selandia, Danish str., 3,163 tons, Capt. Christensen, from Bangkok, Kowloon Wharf—John Manners & Co.
Tjinegara, Dutch str., 5,783 tons, Captain Weide, from Batavia, buoy No. A1—J.C.J.L.
Toba Maru, Japanese str., 4,283 tons, Capt. Y. Matsuo, from Manila, buoy No. A8—N.Y.K.
Tokushima Maru, Japanese str., 3,703 tons, Capt. S. Kameyama, from Karatsu, buoy No. A3—N.Y.K.
Yosan Maru, Japanese str., 2,296 tons, Captain T. Misumi, from Keelung, buoy No. B23—M.B.K.

QUEER CARGOES.

The river steamer is lying alongside at Bagdad, and as the Captain emerges from his cabin, day is breaking over the old city. Out of warm masses of purple shadow minarets spring upward like fingers of fire, and the domes gradually become visible, in all their splendour of blue porcelain, writes a river master in the Evening News.

The vessel is a stern-wheeler, and, with the barges she tows alongside, can carry about six hundred passengers.

Across the lighters from the shore flows an endless stream of passengers and their friends; Kurdish coolies are rolling bales of carpets aboard; Arab shippers are shouting.

Persians in their bowl-like felt hats, Arab in spotless clothing, Jewesses in their brightly-coloured "abbayas," their faces covered, go to make up the scene.

At last the Captain, the only white man on board, rings "Stand by," and gives a long blast on the steam-whistle.

Once clear of Bagdad the little vessel speeds on her way—past the Jewish quarter of Karada, where veils are slightly drawn from dark eyes to watch her passing; on past the great Arch of Ctesiphon, and the houses of rich Arab merchants, out in the Tigris, with its date gardens, its sand storms, and almost unbearable heat.

Each tiny village bursts into activity as the river boat is sighted. Vendors of fish, melons and native bread swarm on board, while the male passengers rush ashore for coffee and "arrack" in the little, carpet-strewn Arab shops. Sheep are embarked here, wool loaded there, passengers come and go until one day, in the morning mist, the masts and funnels of large steamers are sighted, Basra has been reached.

ENGINEER'S BRAVERY.

Praising the bravery of the crew of the British steamer Queensmoor, which was burned off Aden on Dec. 27 last, the crew of the Roosevelt Line cargo steamer Jeff Davis, who rescued them, state that the engineers and firemen of the Queensmoor remained below and kept the engines going until the bulkheads were so hot that the men's hair was singed, and they were forced to go on deck.

IN SOUTH SEAS.

EXPERIENCES OF BOLTON SHIP'S OFFICER.

Considering that Bolton is an inland town there are a surprising number of links that bind her to the sea.

One of these—if one may use the term in referring to a person—has just returned to Bolton after three years at sea. He is Mr. Raymond F. Legat, who is at present staying with relatives at 47, Beechfield Road, Smithills. Mr. Legat is the third officer of the Clan Ross, which returned to English waters after a nine months' voyage in and about the South Seas.

Interviewed by a Bolton Evening News representative, Mr. Legat told an absorbing story of his travels during the last few years. He received his early education at the Church Institute. Later he had two years on the cadet ship Conway in the Mersey. Leaving here he joined the Clan Line as an apprentice. His first ship was the Clan Alpine, but later he left her and was appointed to the Clan Ross. From here the story of his voyages reads like a page from a geography book! The South African coastal ports and Calcutta, Bombay, Madras, Colombo, Singapore, Batavia, he has visited several times, whilst the majority of the South Sea Islands are familiar to him. They are not really what one would expect after Mr. Stapool's novels.

Not Like The Book.

"Where I expected palm trees and peaceful lagoons and beaches I found policemen and motor-cars!" he laughed, "but Apia, where I had the opportunity of inspecting the tomb of Robert Louis Stevenson, is the loveliest spot I ever saw."

Questioned regarding the prospects of emigrants to Africa and the East, Mr. Legat said: "They are quite good. If a man goes out and he is determined to succeed, willing to work, and is not afraid of a little discomfort, he has a good chance of real success. I should recommend the Rhodesian Mounted Police as a good opening, whilst there are generally excellent prospects for craftsmen in the shipyards of Calcutta. The Belgian and French Congo offer many opportunities to the right type of man. And there are many openings at sea. I should advise any young man who is keen on the sea to take up an apprenticeship in either the Clan or the Blue Funnel Lines."

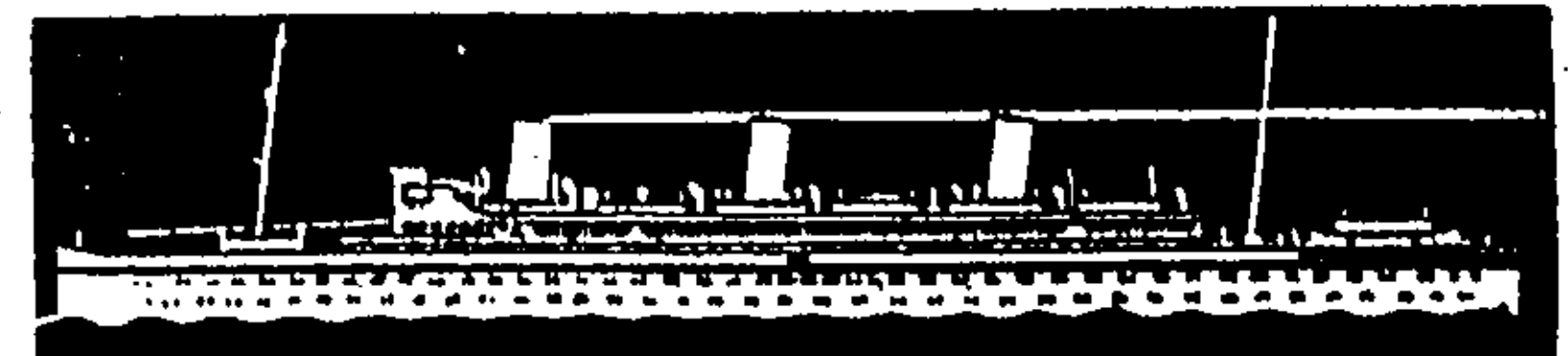
Mr. Legat was also of the opinion that a great many white men could be employed on British ships in place of the present native crews. Although they would require larger wages than the natives, the cost would even itself out because of the fact that fewer whites could do the same amount of work as the native crews, who are naturally lazy. For instance, the Clan Ross carries 72 natives. Mr. Legat believes that 35 white men would do the work.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bridgewater—No. 7 buoy.
Bruce—No. 8 buoy.
Cumberland—In Whampoa dock.
Hermes—No. 1 buoy.
Iroquois—South wall.
Marathon—No. 12 buoy.
Medway—No. 2 buoy.
Moth—South wall.
Oalis—East wall.
Oswald—East wall.
Petersfield—No. 6 buoy.
Sandwich—No. 5 buoy.
Sepoy—No. 10 buoy.
Seraph—West wall.
Seraph—West wall.
Sirdar—No. 11 buoy.
Somme—No. 10 buoy.
Stirling—No. 11 buoy.
Suffolk—North wall.
Tanker—In basin.

Foreign Men-of-War.
Mindanao—American gunboat.
Vigilante—French gunboat.

The new J.C.J.L. m.v. Tjinegara arrived in Hong Kong yesterday from Java on her maiden trip.



FOR THE EASTER HOLIDAYS

HONG KONG

to

MANILA

and Return

EMPRESS OF ASIA

Leave Hong Kong Thursday, April 2nd
Arrive Manila Saturday, April 4th

REMAIN TWO DAYS

Leave Manila Sunday, April 5th
Arrive Hong Kong Tuesday, April 7th

Round Trip Fares

First Class G\$68.00
Second Class G\$45.00

CANADIAN PACIFIC
WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SAILING DATES FOR APRIL, 1931 (Subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2 p.m.

S.S. "TAI HING"

S.S. "TAI MING"

[1,068 tons—Capt. Trott.]

[649 tons—Capt. W. H. Lawton.]

WED.	1st	SUN.	19th	SUN.	5th	WED.	22nd
TUES.	7th	FRI.	24th	FRI.	10th	TUES.	28th
MON.	13th	THURS.	30th	THURS.	16th		

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless. These vessels leave Hong Kong for Wuchow (via Samshui, Shu-hing, Tucking & Dosing) and return to Hong Kong (via same Ports) every five or six days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Tai Hing Wharf.
For information apply to:
29, Connaught Road, West, **SANG WO Co., Ltd.**
Phone 70893.

POST OFFICE NOTICE.

EASTER HOLIDAYS.

On Good Friday, April 3; Saturday, April 4; and Easter Monday, April 6, the General Post Office and Branch Post Offices will be open as follows:—

Post Office	Friday, 3rd	Saturday, 4th	Monday, 6th
General Post Office	8 a.m.—9 a.m.	8 a.m.—1 p.m.	8 a.m.—1 p.m.
Kowloon Branch	8 a.m.—9 a.m.	8 a.m.—noon	8 a.m.—noon
Sheungwan Branch	8 a.m.—9 a.m. & 6 p.m.—7 p.m.	8 a.m.—9 a.m. & 6 p.m.—7 p.m.	8 a.m.—9 a.m. & 6 p.m.—7 p.m.

Saiyungpun Branch
Wantsai " 8 a.m.—9 a.m. 8 a.m.—9 a.m. 8 a.m.—9 a.m.
Yaumati " 8 a.m.—9 a.m. 8 a.m.—9 a.m. 8 a.m.—9 a.m.
Shamshui " 8 a.m.—9 a.m. 8 a.m.—9 a.m. 8 a.m.—9 a.m.
Kowloon City "

There will be one collection from the pillar boxes and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence each day at 9 a.m. The Money Order Office will be entirely closed during the holidays.

The rates for radio telegrams to AMOY & WUCHOW are now:
Foreign and Code 30 cents per word.
Plain Chinese 15 " " "
Press (Foreign) 7½ " " "
Press (Chinese) 3½ " " "

INWARD MAILS

WEDNESDAY, APRIL 1.

Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., Mar. 14) Empress of Asia

THURSDAY, APRIL 2.

Amoy Santha

FRIDAY, APRIL 3.

Shanghai and Europe via Siberia (London, March 14) Coblenz

Europe via Negapatam (Letters and Papers, London, March 5) Hakusan Maru

Japan and Shanghai Fushimi Maru

OUTWARD MAILS

WEDNESDAY, APRIL 1.

Amoy	Tainan	8.50 p.m.
Shanghai	Chenan	8.30 p.m.
Samahul and Wuchow	Kochow	4 p.m.
Tourane	Chung Kong	5 p.m.

THURSDAY, APRIL 2.

Holhow, Pakhoi and Haiphong	Menado Maru	8.30 a.m.
Swatow	Hydrangea	8 p.m.
Vanila	Empress of Asia	8.30 p.m.
Sornolia	Franconia	8.30 p.m.
Amoy	Tjinegara	4 p.m.

FRIDAY, APRIL 3.

Shanghai, Japan and Europe via Siberia	Hakusan Maru	9 a.m.
Swatow, Amoy and Wuchow	HW Yang	9 a.m.
Haiphong	Canton	9 a.m.
Samahul	Halvard	9 a.m.

*Subscribed correspondence only.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE, AND
ELECTRIC WELDERS,
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
SALVAGE TUG "TAIKOO"
Wireless Call
V.P.C.N. 600 Meters

— DRY DOCK —
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SUN (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS —
Capable of Handling Ships up
to 8,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 16 Feet Radius.

BUTTERFIELD & SWIRE
AGENTS
HONG KONG CHINA & JAPAN

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*MIRZAPUR	6,715	8th Apr.	Straits, Colombo & Bombay.
*KARMA	9,128	11th Apr.	Mars, Ldon, Hull, R'dam & A'werp
*RAJPUTANA	16,568	25th Apr.	Marselles & London.
*SOUDAN	15,192	2nd May	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPOT	5,334	5th May	Straits, Colombo & Bombay.
*KALYAN	9,144	11th May	Mars, Ldon, Hull, R'dam & A'werp
*COMORIN	15,192	23rd May	Bombay, Marselles & London.
*BURDWAN	15,192	30th May	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	8,965	6th June	Mars, Ldon, Hull, R'dam & A'werp
*RANPURA	16,001	20th June	Bombay, Marselles & London.
*KASHGAR	9,005	4th July	Bombay, Marselles & London.
*RAWALPINDI	16,019	18th July	Marselles, Ldon, R'dam & A'werp
*KHYBER	2,114	1st Aug.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*SOMALI	2,114	8th Aug.	Marselles & London.
*RAJPUTANA	16,568	15th Aug.	Bombay, Marselles & London.
*KARMA	9,128	20th Aug.	Marselles & London.
*CATHAY	16,121	12th Sept.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*SOUDAN	15,192	19th Sept.	Marselles & London.
*KALYAN	9,144	25th Sept.	Marselles & London.

*Cargo only. *Calls Casablanca. *Calls Port Swettenham.

*Calls Karachi. *Calls Havre. *Calls Bremen.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHA	7,754	11th Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Apr.	Singapore, Penang & Calcutta.
TAKADA	9,949	25th Apr.	Singapore, Penang & Calcutta.
SIRDHANA	7,745	13th May	Singapore, Penang & Calcutta.
TILAWA	10,000	27th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1st May	Manila, Rabaul, Brisbane, Sydney
TANDA	9,956	30th May	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,504	1st May	Manila, Rabaul, Brisbane, Sydney

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	6,853	6th Apr.	S'hai, Moji, Kobe, Osaka & Yokohama.
KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	9,949	17th Apr.	Shanghai, Moji, Kobe & Yokohama.
BURDWAN	15,192	24th Apr.	Amoy, Moji, Kobe & Yokohama.
SIRDHANA	7,745	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
COMORIN	15,192	24th Apr.	Amoy, Moji, Kobe & Yokohama.
TILAWA	10,000	8th May	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,965	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,956	8th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,001	22nd May	Shanghai, Moji, Kobe & Yokohama.
SANTHA	7,754	24th May	Amoy, Moji, Kobe & Yokohama.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	S'hai, Moji, Kobe, Osaka & Yokohama.
RAWALPINDI	16,019	19th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	13th July	S'hai, Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,568	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

Estimates furnished on application.

Hong Kong, April 1, 1931.

Engineers and Shipbuilders, Boiler-makers, Brass
and Iron Founders. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two ship-
ways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.

Shipyards: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.

Estimates furnished on application.

Hong Kong, April 1, 1931.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 357
metres.

5-7 p.m.—Chinese Programme.
7-11 p.m.—European Programme
of Columbia Records kindly sup-
plied by Messrs. Anderson Music
Co.

7-7.36 p.m.—Band Selections.

La Benedictio Des Poignards
(Meyerbeer).

Lo Here the Gentle Lark (Bishop).

Regimental Band of H.M.
Grenadier Guards (9822).

The Skaters (Wahlteufel).

The Sirens (Wahlteufel).

Regimental Band of H.M.
Grenadier Guards (9463).

By the Blue Hawaiian Waters
(Kretzschmar).

Jungle Drum (Kretzschmar).

Regimental Band of H.M.
Grenadier Guards (9411).

Barcarolle (Tschaiikowsky).

Valse Creole (Tschaiikowsky).

Regimental Band of H.M.
Grenadier Guards (9329).

7.36-8.20 p.m.—Concert Items.

8 p.m.—Weather Report, Local
Time, etc.

Organ Solo—

Ballad Memories (arr. Maclean).

Quentin M. Maclean (DX135).

Song—

The Kerry Dance (Molloy).

Doris Vane, Soprano (DX157).

Song—

The Bay of Biscay
(The Bay of Biscay).

Tom Bowling (Dibdin).

William Hazeltine, Tenor
(DX70).

Octet—

Chant Sans Parole
(Tschaiikowsky, arr. Sear).

Invitation to the Valse
(Weber arr. Sear).

J. H. Squire Celeste Octet
(9608).

Song—

Roll On, Thou Deep and Dark Blue
Ocean (Dale & Petrie).

Norman Allan, Bass (9807).

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, LONDON
AND STRAITS.

The Steamship, "BENVOLICH"

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
31st instant will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 14th April, 1931, or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns
where they will be examined on the
30th instant at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 24th March, 1931.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

March 31 to April 6, 1931.

DATE	HIGH WATER	LOW WATER
March	Standard Times	Standard Times
Tues 3	11. 48 08. 33	4. 0 04. 01
Wed 4	12. 05 09. 21	3. 21 03. 16
Thurs 5	12. 24 09. 40	2. 44 02. 57
Fri 6	12. 44 10. 00	2. 11 02. 10
Sat 7	1. 04 10. 19	1. 28 01. 27
Sun 8	1. 24 10. 38	1. 04 01. 04
Mon 9	1. 44 10. 57	1. 04 01. 04

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st. Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTEE, TAIPING. (SUNNERS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, \$76 RETURN

LONDON (via Australia) from £136.15.0.

(Australian Newspapers on Sale)

STEAMER Despatch Dates

CHANGTEE — April 12, April 19, April 26, May 3, May 10, May 17, May 24, May 31, June 7, June 14, June 21, June 28, July 5, July 12, July 19, July 26, August 2, August 9, August 16, August 23, August 30, September 6, September 13, September 20, September 27, October 4, October 11, October 18, October 25, November 1, November 8, November 15, November 22, November 29, December 6, December 13, December 20, December 27, January 3, January 10, January 17, January 24, January 31, February 7, February 14, February 21, February 28, March 6, March 13, March 20, March 27, April 3, April 10, April 17, April 24, May 1, May 8, May 15, May 22, May 29, June 5, June 12, June 19, June 26, July 3, July 10, July 17, July 24, August 1, August 8, August 15, August 22, August 29, September 5, September 12, September 19, September 26, October 3, October 10, October 17, October 24, October 31, November 7, November 14, November 21, November 28, December 5, December 12, December 19, December 26, January 2, 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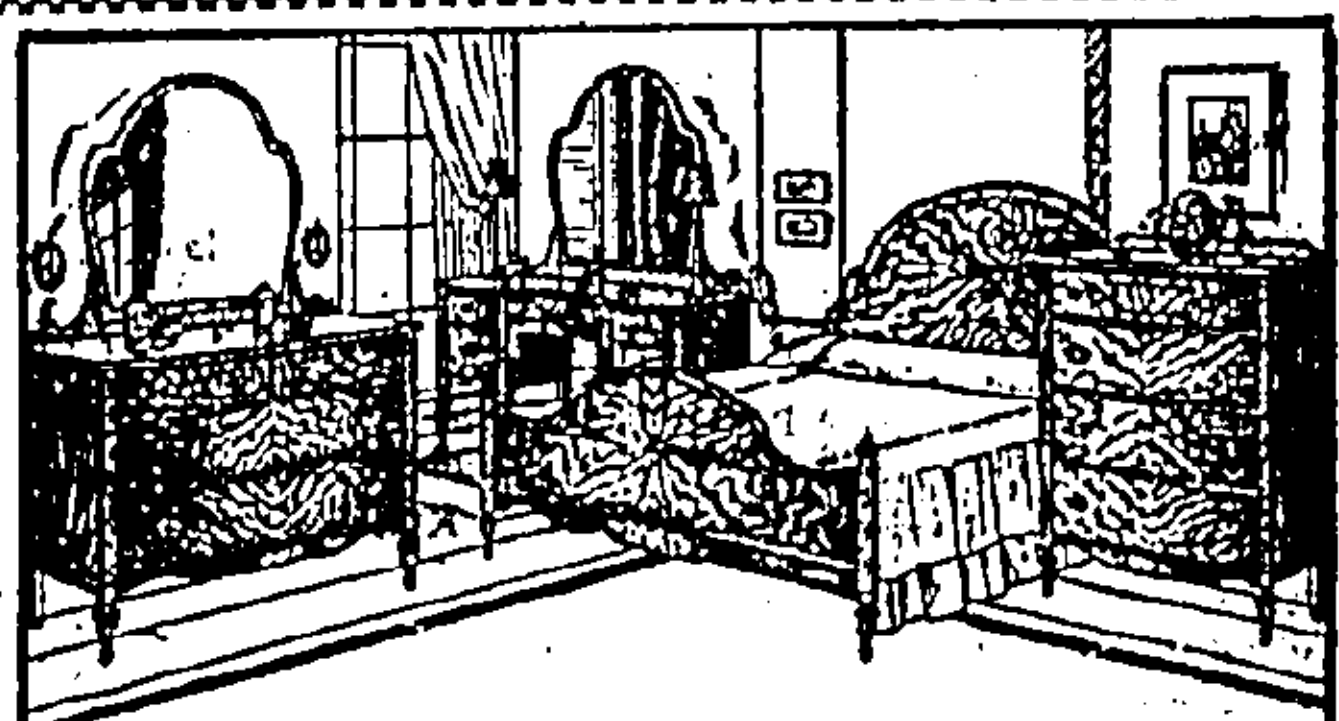
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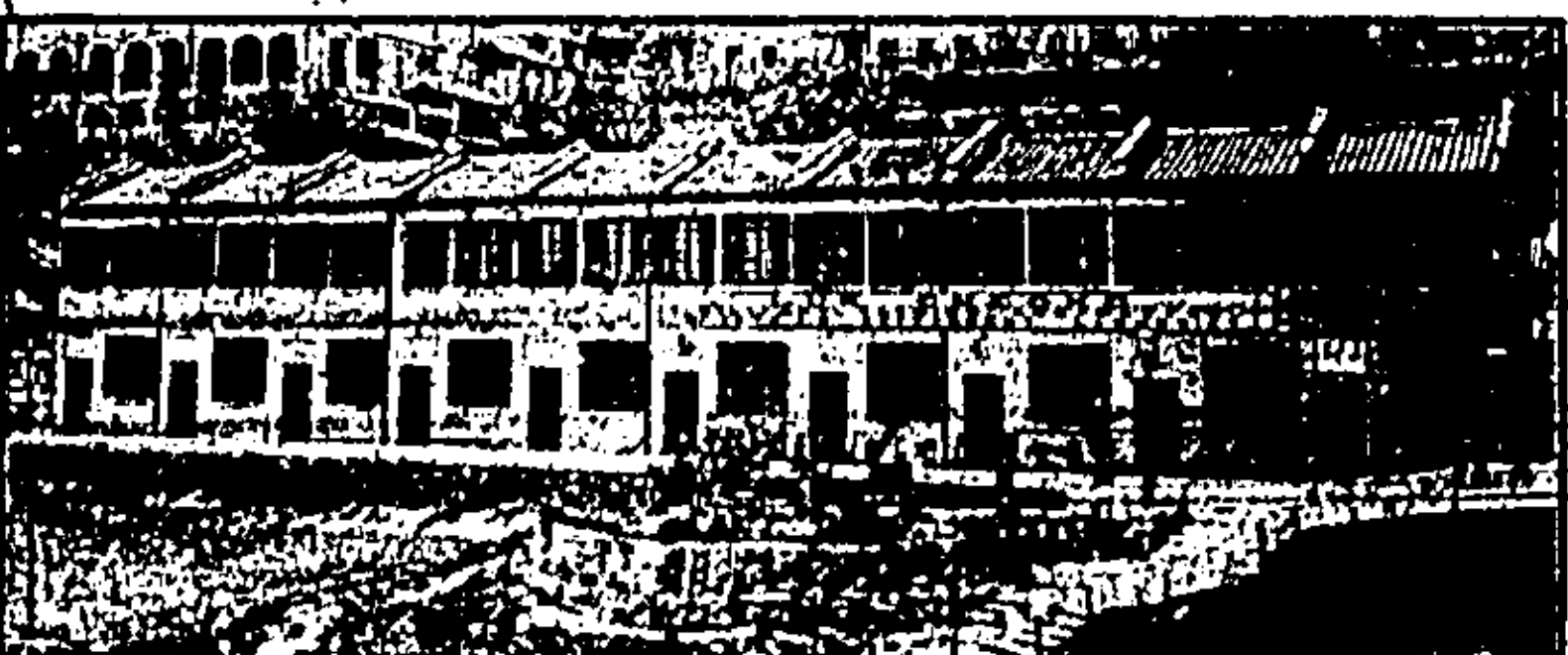
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We Make Your Old Linen Look Like New And By Our
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of the Large Dollar.

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DIAMOND MERCHANTS

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ENGLISH SILVERWARE, direct from Manufacturers;

High Class English Jewellery.

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SPECIAL SALE

OF
MEN'S BOOTS AND SHOES

ON
MONDAY MARCH 30TH

and following days.

OVER

250 PAIRS

OF
SAXONE AND SOEASY SHOES

TO BE CLEARED

AT

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London, W.C.2.

Hong Kong, Wednesday, April 1, 1931.

PARISH PUMP.

The dignity of the Legislative Council is to be impaired by the introduction, at its meeting tomorrow, of parish pump topics. The sedate assembly of legislators is to be invited to forget its lofty mission as a legislature and descend to a consideration of such petty civic matters as the public lighting of roads in Kowloon and facilities at public bathing beaches. As the question of dumping bodies in Hong Kong streets has been described by an M.P. as more suitable for the Grand Guignol than for the House of Commons, so might it be said of lighting of roads and bathing beaches—that they are more suitable for a Residents' Association meeting than the Legislative Council. There are Residents' Associations on the Peak, the Mid-Levels, and Kowloon, any of which could be trusted to deal with the two questions on the agenda of the Legislative Council and to make the necessary representations to the Government.

The matter of better lighting of roads in Kowloon is one of a purely parochial nature. The question of a reduction (or otherwise) of facilities to residents at public bathing beaches is one that should be tackled by a conference of delegates of all the Residents' Associations in the absence of a permanent central body fully representative of the areas with or without Residents' Associations to champion causes common to the whole Colony.

Moreover, that a public body such as the Legislative Council should be asked to fritter away its time on petty parochial matters emphasises the need for an expansion of the constitution of the Sanitary Board—if, that is, we are to be for ever denied the privilege of a Municipal Council on the lines of those existing in the Straits Settlements. Also, it emphasises that the time is approaching when grave attention must be paid to the advisability of creating urban and rural Boards in Kowloon and the New Territories to whom could be given power to deal with the purely civic problems affecting the mainland. The scope afforded one Sanitary Board is altogether too limited. The activities of the various Government Departments are much too great, considering especially the phenomenal development of the Peninsula. An increase in the jurisdiction of the Sanitary Board and a reduction in that of the Government Departments seems to point to a workable compromise in the absence of any Municipal Council or Rural Boards. Perhaps when the reports of the Retrenchment Committee and the Currency Commissioners have been solemnly placed in the archives of officialdom, a little attention may be given to finding a happier method of disposing of parish pump politics than by lowering the dignity and prestige of the Legislative Council!

News in Brief.

Mr. W. A. Cornell has been admitted a partner in the Hong Kong branch of Messrs. Palmer and Turner.

The Netherlands India Commercial Bank advertises that their office will be removed to No. 5 Des Voeux Road Central, as from April 7.

The forthcoming wedding is announced of Joao Francisco Vieira Ribeiro, of 2, Minden Avenue, Kowloon and Marie Luiza Bemdes, of 2, Jordan Road, Kowloon.

The annual dinner of the Law and Commerce Society of the Hong Kong University is to be held in Lane Crawford's Restaurant, on Saturday, April 11, at 8.30 p.m.

Messrs. Mackinnon, Mackenzie and Co. advertise that Messrs. M. T. Johnson and R. V. Wilkinson have been admitted partners of their firm in Hong Kong, and Shanghai.

At the meeting of the Sanitary Board, yesterday, the following were appointed on a Committee to consider the proposed changes in the Estimates of the Sanitary Department for the present year: W. V. M. Koch, Dr. B. A. de Castro, Mr. M. K. Lo, and Mr. T. N. Chau.

We are informed by the Registrar that the meeting of the Court of the University has, for unavoidable reasons, been postponed until 5.15 p.m. on Monday, April 27. The meeting will be held in the University.

A painter named Yip Hung (21) was taken to the Government Civil Hospital suffering from injuries to his head and hands, resulting from a fall off a scaffold whilst painting the outside of No. 236, Queen's Road West, first floor.

A Chinese woman, Kwong Mui, was arrested at Yau-mat Railway Station in possession of 6,911 Canton po-pai lottery tickets, valued at \$2,661. In the Kowloon Police Court to-day, she was fined \$50 or one month's imprisonment.

Found in a dwelling house at 35, Portland Street at 12.15 a.m. and unable to give a reasonable explanation for being there, a Chinese, Cheung King, was in the Kowloon Police Court to-day sent to jail for three months.

An official notice has been issued to the effect that Captain Parry, of H.M.S. Vindictive, is promoted to Rear-Admiral, and has been placed on the retired list. H.M.S. Vindictive left Sheerness on March 6 for troop duties in the Far East.

A brown chow dog, belonging to Pun O, of 146 Lockhart Road, has been taken to Kennedy Town for observation. It bit a Japanese woman, F. Takama, who resides at 404 Hennessy Road. She was treated in the Moshima Hospital, Wanchai.

Unlawful possession of 106 lb. of Chinese tobacco on which duty had not been paid, at No. 12, Prince Edward Road, resulted in Leung Wai, being fined \$1,100 with the option of six months' hard labour, when he appeared in the Kowloon Police Court to-day.

Cheung Yu-man (22), stated to have no fixed place of abode, is now lying in the Government Civil Hospital in a serious condition, as the result of a stab wound in the left shoulder alleged to have been inflicted by Li Hi (16), also of no fixed address. The latter is suffering from a cut in the head, which is alleged to have been inflicted by Cheung. The men had apparently quarrelled.

An inquiry into the death of an old Chinese woman, who was knocked down by a motor cycle driven by Mr. Lee Wing-chun, a clerk at the Dollar Steamship Co., at the junction of Des Voeux Road Central and Ice House Street, on March 22, was held yesterday by Mr. E. Williams (as Coroner) and a jury. Dr. G. H. Thomas said that death was due to a fractured skull and injuries to the brain. A verdict of "Accidental Death" was returned, the jury attaching no blame to the driver.

FLYING IN INDIA.

Amazing Progress of Civil Aviation.

New Delhi, Jan. 22. Civil aviation in India is progressing by leaps and bounds, according to speakers at a dinner given last night by the Aero Club of India and Burma and the Delhi Flying Club to Col. F. C. Sheldermine, the retiring Director of Civil Aviation.

Col. Sheldermine is leaving for England to-morrow to succeed Sir Sefton Brancker (who was killed in the R101 disaster) as Director of Civil Aviation in Great Britain.

When Col. Sheldermine came out in 1927, there was not an aeroplane on the Indian register. Now there are 65. The flying clubs have put in 11,000 hours flying.

This is a fine achievement, and Col. Sheldermine has grounds for satisfaction. With him in London, sympathetic liaison between India and England in civil aviation should be secure.

Sir Victor Sassoon, who presided, said he had never known any one like Sir Sefton Brancker, but he knew no one who was so well qualified to succeed him as Col. Sheldermine. With a perhaps subconscious memory that the name Sheldermine figures in Michael Arlen's novels, he described Col. and Mrs. Sheldermine as "these charming people."

Sir John Thompson, the Chief Commissioner, who is president of the Delhi Flying Club, proposing the toast of Col. and Mrs. Sheldermine, amused his audience by declaring that every member of the club had the satisfaction of knowing that "in knowledge of flying and desire to encounter its perils, he excelled the president, but Sir John yielded to none in his admiration for what their Director of Civil Aviation had done for them."

Col. Sheldermine, in replying, stated that the credit for the light aeroplane clubs in India was due to the fact that he had been in India for the last three years.

SOME SIDELIGHTS ON SILVER.

"Subject for Prayer and Fasting."

SECRETS OF SYCEE.

Mr. C. Champkin, in the course of a witty address before the Rotary Club of Hong Kong at the weekly tiffin yesterday dealt in an original manner with the subject of silver, his subject being "This Silver Business."

Mr. Champkin, who caused much amusement with his comments regarding the Chinese tael, nevertheless gave an interesting exposition of the currency problem in China.

Mr. Champkin, after stating that in some respects he might feel an unctuous satisfaction in the reflection that he stood, as it were, in local parlance to the local Rotary Club, said that he wished to make it clear that what he knew about currency entirely concerned other people's hoards.

Unsolved Mysteries.

Theoretically, a monetary tael of the conventional fineness of 985 is said to equal in value a Chauping weight tael of silver 916-2/3 fine, he said; or, to put it in another way, a thousand Chauping weight taels of silver 985 fine are worth 1075 1/4 monetary taels. The Chauping tael is based on the Canton tael that is taken to weigh 679.84 grains, though in fact its weight is slightly more. One hundred Canton taels are taken to equal 102.5 Chauping taels, so that a Chauping tael weighs approximately 565.7 grains—at least it does when the mint shops buy silver.

When they sell silver they reckon that a hundred Canton taels equal 102.4 Chauping taels. The discrepancy is very slight, but it is not made any slighter by the practice that obtains of using one set of scales and weights for receiving and another set for paying. How the buyer and the seller adjust these discrepancies between themselves is one of the unsolved mysteries of internal bullion operations in China that no foreigner can hope to understand.

The Power of the Kongku.

Let us take a shoe of sycee. We do not know what its weight is, nor do we know its fineness, because we have neither weighed it nor assayed it, but we have every confidence in it because it has been passed as good honest tender by a Kongku.

A Kongku is a kind of public valuer in Shanghai to whom all shoes of sycee are sent by the mint shops to be attested before being put into circulation. He is appointed by the mint shops and is thoroughly trustworthy, though, like the rest of us, he doubtless recognises that business is business.

He tests each shoe in a perfunctory way with a touchstone, but judges it principally by "look see," a method that is probably more reliable than the touchstone. He marks in ink on each shoe his opinion of its weight and fineness.

We find that this shoe has markings—that the unsophisticated might mistake for a Chinese oath—that indicate its weight as fifty Chauping taels and its fineness as 269 premium. This is the premium per shoe, not the premium per cent. This particular shoe, as it happens to weigh exactly fifty Chauping taels, saves us some mental arithmetic as we are able to double the premium and say it is 538 per cent. premium over what may be termed standard sycee.

I have already referred to the convention that 98 Chauping taels of sycee 985 fine are equal to 100 monetary taels of account and it is this fineness of 985 that the Kongku takes as his standard. If, therefore, we add to the standard 538 per cent, we shall find that this shoe is 985.3 fine.

"Trifling Differences."

Now, if we want to ascertain its value in monetary taels we take its weight 50, add its premium 269, multiply by 100 and divide by 98. This gives us 53,765 and if 50 Chauping taels of Sycee 985.3 fine are worth 53,765 monetary taels then a simple calculation leads us to the conclusion that a thousand Chauping taels 985 fine are worth 1074.98 monetary taels as against the convention that they are equal to 1075.25. A very trifling difference indeed but we find these trifling differences at every one of the several stages of the evolution of bar silver into monetary taels.

So far we have dealt only with the conversion of sycee, but we have to bear in mind that sycee itself is an evolutionary product of bar silver. The mint shops take a fixed rate for the conversion of bar silver into monetary taels payable in sycee. They pay in sycee or did until recently, 110.90 monetary taels for 100 Canton taels weight of bar silver 998 fine.

Buying and Selling.

In considering this convention, we have to remember what I have already stated, that when they buy the silver they reckon 102.5 Chauping taels are equal to 100 Canton taels. When they pay for it by delivering the sycee they reckon only

102.4 as the equivalent. Also in the formula they use to arrive at the conversion rate of 110.90 they allow only 1 per cent. for the superior fineness of bar silver over sycee. As the latter is reduced by copper alloy to about 985 fine, this allowance assumes that bar silver is about 995 fine instead of 998 fine. So here we have another slight difference.

If we export sycee for remitting into bar silver, and base our out-turn upon the certified markings of the Kongku, we shall find that in an average shipment of 20,000 shoes, there will be a still further loss of 2 per cent. on fineness and 2 per cent. on weight. These little losses moreover occur when we have announced that we are buying sycee specially for export, in which case the mint shops charge us 1/32 per cent. more for what is termed new sycee—that is, the really real sycee, and not the ordinary sycee that is only real sycee. So here we have another slight difference.

The conversion rate of 110.90 monetary taels for 100 Canton taels of bar silver 998 fine is not a permanent rate. It is true that being merely a rate for the conversion of one kind of silver into another it should be permanent, but it changes with the price of charcoal that is extensively used in the remitting process. It has also been known to change for other reasons. I view with grave concern the anniversary of the Battle of Salamanca coinciding this year with the Feast of Singing Insects and I shall watch closely the effect this has on the conversion rate.

A Difficult Subject.

Gentlemen, I have said enough about sycee in China to convince you, I hope, that it is a subject more fit for prayer and fasting than for half an hour's consideration after tiffin. With all its peculiarities it is deserving of respect.

In conclusion, Mr. Champkin paid tribute to the late Mr. Stephen, of the Hong Kong and Shanghai Bank, whom he termed the ablest and greatest manager of our times.

"SHUT UP FOR TWO YEARS."

Man From Asylum Declares That He Is Sane.

"If his story is true it seems strange indeed to keep him shut up for two years for only stealing an overcoat."

Mr. J. Clements, the chairman, made this comment at Brentford Police Court, when extraordinary allegations were made by Thomas Hardy, aged twenty-five, giving an address at Sleaford Road, Bournemouth, who was accused of breaking and entering an officer's mess at Hounslow Barracks.

Detective Watts said that Hardy was a criminal lunatic, and had escaped from a mental hospital at Fareham. An escort was on the way to take him back.

Hardy said that he was certified insane without his knowledge by a prison doctor.

"Played The Game."

He was charged while under detention with stealing an overcoat, and the judge told him that he was insane, and sent him to the home.

He had "played the game" for two years, and had frequently asked to be let out, but was always told that the Home Office would not allow it.

His father, a captain in the Royal Navy, tried to get him out, but he died, and he (Hardy) had made up his mind to escape and go to see his mother.

"I am quite sane," he added, "and am perfectly willing to be examined by any doctor."

He was awarded £500 damages for a motor accident some time ago, but had never received a penny.

The chairman said that the court had no option but to hand Hardy over to the escort, but he seemed perfectly rational, and the police should make close inquiries about the matter and report it to the court.

It is reported that local flour mills in the Moose Jaw division of the Canadian Pacific are doing a good business this year gristing for the farmers. At Assiniboia 39,870 bushels of wheat have been gristed since August 1, compared with 3,365 for the corresponding period of 1929.

Ten Years Ago.

(From the "China Mail" of April 1, 1921.)

To-day's dollar is worth 2 1/4%.

In respect of the loss of the British battleship, Hong Kong. The Marine Court is of the opinion that the stranding of the ship was entirely due to the careless navigation of the Master in view of the fact that no attempt was made by him to keep Good Hope Cape light on a safe bearing, which simple procedure would have averted the casualty. In view of this fact the Court orders the Master, Mr. J. D. Liddell, to be suspended for two years, but grants him a first mate's certificate during that time.

BISHOP DEFENDS FAITH-HEALING.

Church Support for Laying-on of Hands.

"FANTASTIC" SCIENCE.

A resolution in favour of faith healing was carried with an overwhelming majority by the Lower House of the Convocation of Canterbury.

The resolution asked the Archbishop of Canterbury to appoint a joint committee to draw up a provisional service or services for the laying-on of hands.

It was moved by Prebendary C. Harris, of South Leigh, Oxfordshire, and it pointed out that the primitive rites of anointing and laying hands upon the sick with a view to their recovery were in existence for the most part with full Episcopal approval. Favourable recognition had been accorded to them by the Lambeth Conference.



WHEN HIS FIRST CAR WAS NEW.—Passing Show, London.

tensive use—for the most part with full Episcopal approval. Favourable recognition had been accorded to them by the Lambeth Conference.

Dr. Darwell Stone moved an amendment to omit the words "with a view to their recovery" in favour of "spiritual benefit and bodily healing."

Prebendary Harris accepted the amendment. He said that when he framed the resolution he was thinking quite as much of the soul as of the sickness of the body.

The Rev. T. F. Monahan said: "We cannot lose sight of the fact that a great deal of so-called faith-healing is due to natural causes and the faith that is necessary is subjective faith rather than objective faith. That is why we see so many cures in what is called Christian Science."

"I do not suppose that there is any more fantastic theory than that of Christian Science, founded as it is on the theory that the body has no existence and therefore pain cannot exist."

"And yet, I suppose, there is no means of faith healing which has been more successful in many respects than Christian Science."

Canon King welcomed the movement. "One finds," he said, "that there is a general belief that anything in the nature of spiritual healing is purely fantastic."

"It is positively heart-breaking to feel that there is this tremendous power locked up in the Church which cannot be brought into general use unless we get some official recognition in the form of an office, because that only, I think, could break down the opposition."

The Incredible Doctor.

"Only a fortnight ago I was speaking to a doctor and happened incidentally to mention that I had been engaged in anointing the sick, and he looked up, and in the most incredulous manner said: 'You don't mean to say you think it is any good?'"

"I said: 'No, I do not think it is any good. I know it.'"

"The doctor replied, 'You cannot do anything in the case of organic disease; it is impossible, and that is the attitude of the medical profession generally.'"

Canon King said every doctor to whom he had spoken pooh-poohed it.

The Bishop of Woolwich, supporting the resolution, said:

"We are not in antagonism to medical science. There is no conflict with the doctors. What we do feel is that if healing is only attempted on the physical plane it will not take us far."

"Medical men are realising more and more the necessity of spiritual agency in their work."

"The doctors are perfectly willing to co-operate with us, and it is that co-operation which we want to bring about."

"We sing 'Thy touch has still its ancient power,' but the question is: will our people really believe it?"

"Christian Science grows and has grown because of neglect in our Church."

"We have a wonderful opportunity now, and I hope the House will accept the resolution and will ask the assistance of the bishops in the matter."

The Archdeacon of Hastings said he had used the anointing of the sick twice.

In both cases there was great spiritual comfort and value and added peace of mind, but bodily healing did not follow.

At the same time, he felt the anointing was not in vain.

The Toronto Industrial Commission announces an important new industry. Eastern Power Devices Limited, formerly distributors for Canada of high tension disconnecting switch equipment manufactured by the Railway and Industrial Engineering Company of Greensburg, Pa., has been reorganised and will now completely manufacture these products in Toronto.

Conviction Quashed.

(Continued from Page 1.)

he do so, that cruising with a piratical object by itself rendered a pirate liable to be punished by international law in national Courts. Still less that the status and reputation of a pirate was such as to render him amenable to the Court. It had been agreed by the learned Attorney-General that in order to constitute the crime of piracy for the purpose of these proceedings there must have been present not only a piratical mind but also a piratical act.

Study of Statutes.

This inquiry might be usefully prosecuted in order to ascertain the nature of the act by the study of statutes passed in England to supplement the common law relating to piracy.

His Lordship went on to deal with the relevant statutes and in addition with the law in certain American cases. Concluding by referring to the statute 1 Vict. c. 88, he stated that its language evidently contemplated that violence on a ship might occur where there was intent to commit the crime of piracy either immediately before or immediately after such crime. Violence itself did not make the crime.

Definitions at Fault?

The view that an attack upon a ship at sea by itself constituted a piracy jure gentium and under the criminal law of England was set out in Halsbury's Laws of England and had further the support of Sir James Fitz-James Stephen and the late Dr. Kenny. With great respect to these learned authors it seemed to him that these definitions erred if their purpose was to define the crime as it is punishable by legal proceedings taken in England or in this Court.

His Lordship concluded "I have regarded the jurisdiction of the local court as something carved out of the jurisdiction of the Admiralty. It may be that the High Court of Admiralty sitting to try a person accused of piracy would be bound by the same definition to which common law courts in England have adhered. Wider definitions may have their use where executive action by the Admiralty comes up for consideration. "For the above reasons the answer which I give to the question of law reserved is that a robbery is necessary to support a conviction for piracy in this Court."

Mr. Justice R. E. Lindsell concurred, whereupon the Chief Justice announced that the conviction against the accused was quashed. The Criminal Sessions will, by Mr. Justice Wood's direction, resume this afternoon, when it is anticipated that he will discharge the accused.

PASSENGER LIST.

DEPARTURES.

Per s.s. President Jackson on March 31:—
Mr. F. B. Anderson, Miss Jan-kens Bell, Mr. A. Bizzelli, Mr. E. Jackson, Mrs. Melville Collins, Mr. F. Elsi, Mrs. L. A. Garrard, Mr. John Garrard, Comdr. George C. Logan, U.S.N., Mrs. George C. Logan, Mr. and Mrs. E. Lomanto, Mr. E. Minoff, Mrs. M. M. Saleeby, Miss Ann Saleeby, Miss Sara Saleeby, Mr. Paul Schmid, Mr. F. Robert Slater, Major Edwin B. Spiller, U.S.N., Mrs. Edwin B. Spiller, Mrs. Helen Strok, Mrs. Eleanor Clarke Sutton, Mrs. Dorothy Waring, Mr. S. Weiss, Mr. William Van Buskirk, Mr. and Mrs. C. L. Green, Mrs. W. H. Agnew, Mr. Thomas Hodge, Miss Mary Hodge, Mr. Charles Hofner, Mr. and Mrs. B. Pilorz, Miss Elizabeth Pilorz, Mr. B. H. Pilorz, Mr. Gregorio Aglipay, Mr. Santiago, Fonacier, Leuit. Chas. L. Hutton, Mrs. C. L. Hutton, U.S.N., Mr. C. L. Hutton, Comdr. Harlow T. Kays, U.S.N., Mr. W. Fox, Mr. J. H. Reiser, Mr. A. McNary, Mrs. J. W. Fleming, Mr. P. L. Messer, Mr. Isabela de los Reyes, Capt. and Mrs. A. G. Sandford, Mr. Gerhard Schwab, Mr. John Skinner, Mr. Clarence Stark, Mrs. J. K. Stegle, Miss Peggy Steele, Mrs. James S. Waddington, Master Schofield, Mr. and Mrs. Larz Anderson, Mr. and Mrs. Fred Bennett Ford, Miss Janet Ford, Master Fred Bennett Ford, Miss Angos McEwen, Mr. G. P. Melville, Mr. R. N. Scott, Mr. and Mrs. C. E. Park and two sons, Mr. and Mrs. K. L. Kellogg, Miss Betty M. Kellogg, Mr. Kellogg, Jun., Mr. and Mrs. J. E. Achin, Mr. S. Gidley, Mr. H. Hallgren, Mrs. Mary B. Pollock, Mrs. L. H. Knapp, Mrs. C. V. Menney, Mrs. P. M. Thornton, Mr. S. O'Grady, Mr. H. C. Bieder-mann, Miss P. Hansen, Mrs. L. K. Swanson, Mrs. G. W. Brophy, Miss Caroline M. Braga, Mrs. M. Mc-Brown.

Over 90 per cent of Canada's petroleum comes from Alberta, and Turner Valley accounts for over 90 per cent of Alberta's output.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Repulse Bay Hotels.

To-morrow—Whist Drive and Social, Gun Club Hill, H.K.S.B.R.A. Sergeants' Mess.

April 11—H.K. University Law and Commerce Society annual dinner, Lane, Crawford's Restaurant 8.30 p.m.

Entertainments.

To-day—King's Theatre; "Monte Carlo."

To-day—Queens Theatre; "The Gold Diggers of Broadway."

To-day—Central Theatre; "Alf's Button."

To-day—Majestic Theatre; "Love at First Sight."

To-day—Star Theatre; "Tea for Three."

To-day—World Theatre; "Story of Movieland" (Chinese picture).

To-morrow—Star Theatre: Music from the Ether (Prof. Martenot).

Sports.

See Sport Diary on Page 8.

Meetings.

April 27—Court of University, 6.15 p.m.

Home Mails.

Friday—Inward from Europe via Negapatam (Hakusan Maru); Outward for Europe via Siberia (Hakusan Maru), 9 a.m.

Miscellaneous.

To-day—Annual Lenten Sermon at Catholic Cathedral, Glenelly, 6 p.m.

DISASTER TO THE R.101.

(Continued from Page 1.)

tion of possible causes of these successive movements the report proceeds "How the vessel began to lose gas can never be definitely ascertained. Per rolling was exceptionally bad at stages."

The pitching of the ship would intensify the strain, and the earlier flights had indicated the possibility of leakage through chaffing or if the vessel rolled through an unusually large angle through the intermittent opening of the gas valves. But it seems very probable that the more serious and sudden loss of gas which followed was connected with the specific misfortune, such as the ripping of the fore-part of the envelope. Something of this sort had happened on a previous occasion, and no amount of care could secure that it would never happen again. If the tear had begun in the fore-part of the envelope it would tend to develop into a larger tear which would both check speed and expose the gasbags to an additional strain. This seems the most probable explanation of the further loss of gas in increasing quantity and suddenness. But, whatever may have been the precise circumstances, the explanation that the disaster was caused by a substantial loss of gas in very bumpy weather holds the field. This is the unanimous view of all three members of the Court of Inquiry."

Scientific Calculations.
After the public sittings of the Court were closed the National Physical Laboratory was asked to make a series of calculations for the purpose of ascertaining what would be the theoretic movement of the R.101 on various assumptions as to the loss of gas, the angle of the elevator, increasing pressure due to buffets of wind, and so forth. These calculations were assisted by experiments made with a model four feet long which precisely reproduced the external form of R.101 and by measuring the effect upon this model of currents of air of ascertained velocity when the model was put in various positions in the wind tunnel.

The Court's conclusion as to the cause of the accident is shown by the calculations of the National Physical Laboratory to be consistent with facts and to correspond with the assumptions which may reasonably be made.
Inadequate Speed Trials.
Dealing with the lack of adequate speed trials, the report says: "It is impossible to avoid the conclusion that the R.101 would not have started for India on October 4 if it had not been that reasons of public policy were considered as making it highly desirable for her to do so if she could. But this is not to say that the authorities political and technical who were responsible for or acquiesced in this decision would ever have done so if they had considered that the risk that was being taken was unjustified."—British Wireless Service.

NEW ADVERTISEMENTS.

NOTICE.

WE have this day admitted Mr. MARCUS THEODORE JOHNSON and Mr. HARRIE VAUGHAN WILKINSON, Partners of our firm at Hong Kong and Shanghai.

MACKINNON, MACKENZIE & CO.
1st April, 1931.

A. S. WATSON & CO., LIMITED.

NOTICE.

ON FRIDAY, April 3, and EASTER MONDAY, April 6, All Departments will be CLOSED.

On these days, The Hong Kong Dispensary, Dispensing Department, will be OPEN for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

On SATURDAY, April 4, all departments will be open as usual.
Hong Kong, April 1, 1931.

NOTICE.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held on WEDNESDAY, April 8, 1931, at 6 o'clock instead of April 9, 1931, as previously notified.

JAMES STEWART,
Hon. Secretary.
Hong Kong, April 1, 1931.

NOTICE.

WE have to-day admitted Mr. WILLIAM ARTHUR CORNELL of Victoria, Hong Kong, Architect, as a Partner in the Hong Kong Branch of our Business.

PALMER & TURNER.
Hong Kong, 1st April, 1931.

NOTICE.

NOTICE IS HEREBY GIVEN that the interest of Mr. NOEL VICTOR AMOR CROUCHER in our firm ceased as from the 31st day of March, 1931.

BENJAMIN & POTTS.
Dated the 1st of April, 1931.

NOTICE.

NOTICE IS HEREBY GIVEN that we have to-day admitted Mr. SHI YU-MAN as a partner in our firm.

BENJAMIN & POTTS.
Dated the 1st of April, 1931.

NOTICE.

I HEREBY GIVE NOTICE that I have retired from the firm of Messrs. BENJAMIN & POTTS as from the 31st day of March, 1931, and have opened offices at Exchange Building where I am carrying on business as a Stock & Share Broker as from the date hereof under the style or firm name of "Croucher & Co."

N. V. A. CROUCHER.
Dated the 1st of April, 1931.

THE HONG KONG JOCKEY CLUB.

EASTER EXTRA MEETING, 1931.

IN ALL HANDICAP EVENTS, if the Top Weight does not accept, all weights will be raised 5 lb. Owners of Ponies carrying top weight are requested to notify the Secretary at their earliest convenience whether they intend to accept.
By Order,
G. E. BROWN,
Secretary.
Hong Kong, April 1, 1931.

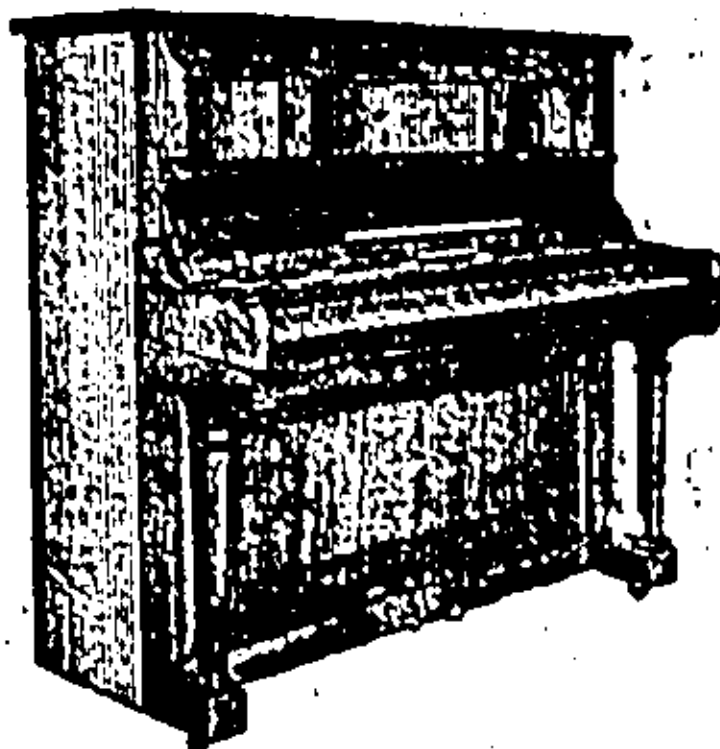
SYDNEY HARBOUR.

NEW BRIDGE ONE OF THE BIGGEST FEATS.

One of the biggest engineering feats in the world, the Sydney Harbour Bridge, is expected to be opened for traffic in September next. The tender was for the construction of an arch span of 1,650 feet and five steel girder approach spans on each side of the harbour, complete with approach piers.
The total length of the bridge is 3,770 feet, and the price which the Government of New South Wales agreed to pay was £2,217,721. Newcastle possesses the largest arch bridge in Great Britain.
Under the arch of the bridge at Sydney one could put nine bridges of the size of the one at Newcastle. The roadway for shipping at high water is 122 ft. 6 in. under the centre of the main span and 160 ft. at the shore ends.

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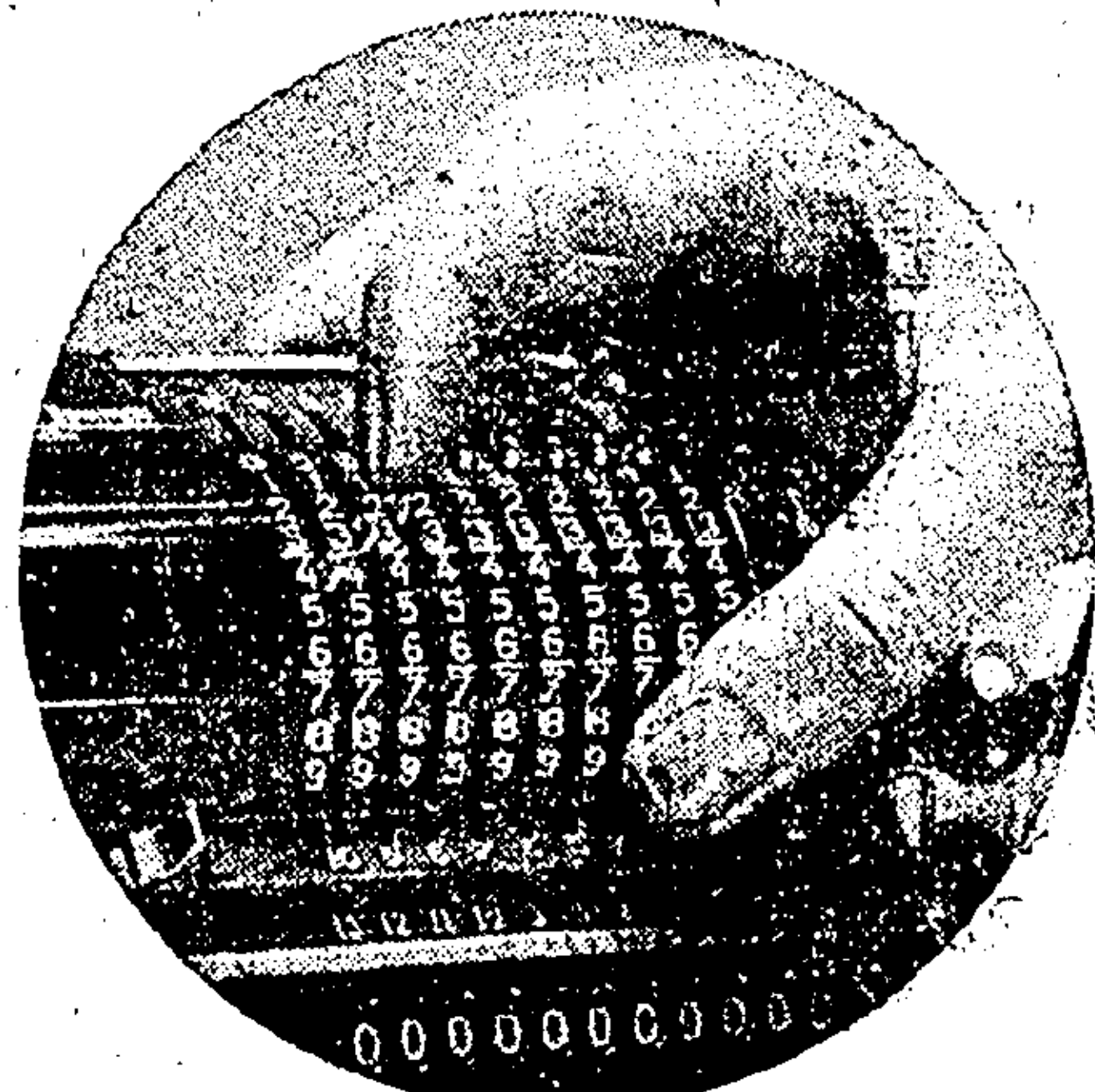
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36, Nathan Road, Kowloon.

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The new screen Beauty Whose Resemblance to Greta Garbo Is the Rage of America

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BEAUTIFUL Ravishing! Marlene Dietrich, the rage of two continents! A woman whose life is love. See her bring the Legion of the Dead, the Foreign Legion, to life. In the most masterful drama of the year! "A new electric light name is born, exult the critics. See for yourself!"

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MARLENE DIETRICH
ADOLPHE MENJOU

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WITH JACK BUCHANAN JEANETTE McDONALD

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"THE VAGABOND KING."
THE HANDSOME HERO OF
THE BROADWAY SMASH.

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Dress Circle	\$1.70
Back Stalls	\$1.10
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"Is LOVE greater than
AMBITION?"

LOVE
AT FIRST
SIGHT



PAUL SPECHT
and his
WORLD FAMOUS
ORCHESTRA

Sport Columns

FRENCH CHAMPIONS IN AMERICA.

Advantage Gained in
"Indoor Davis Cup."
MARKED SUPERIORITY.

New York, March 24.
France virtually won her "indoor Davis Cup series" with the United States to-day when her doubles team, Jean Borotra and Christian Boususs, easily disposed of George Lott and Johnny Van Ryn, 7-5, 6-4, 6-4. The victory gave France a two to one advantage.

The two final singles matches will be played to-morrow, with Borotra meeting Berkeley Bell and with Boususs meeting Frank Shields. France is expected to win at least one of these and thus win the series by three matches to two. —Associated Press.

Win Doubles Match.
New York, March 24.
Jean Borotra and Christian Boususs, French tennis stars, playing in the international indoor team matches, to-day proved their superiority over John Van Ryn and George Lott, winning in straight sets.

The scores were: 7-5, 6-4, 6-4. —United Press.

MERCEDES GLEITZE CHALLENGED.

Maori Woman Wants
Another Contest.
ONLY ONE STIMULANT

Although she expresses nothing but keen appreciation for the good sportsmanship of Miss Mercedes Gleitze, winner of the Manly 4500 endurance swimming contest, Katima Nehua, the Maori woman who finished second, is far from satisfied that the Channel swimmer is her superior in the sport.

At the week-end Miss Nehua issued a challenge for another contest for 225 yards, but since the issue of the challenge the Maori champion has been inundated with offers of backing, and now wishes to increase the stake money to £200.

Miss Nehua is willing to have the contest held anywhere Miss Gleitze wishes, but stipulates that the only stimulant allowed the contestants be brandy.

LAWN TENNIS YESTERDAY.

Sullivan and Goldman
Win Comfortably.

The following were the results of the matches down for decision in yesterday's programme at the H.K.C.C.:

Open Doubles.
Sullivan and Goldman beat Segalen and Zimmer 6-1, 6-0.
Ho Ka-lau and Yew Man-Kit beat Lee and Lee 7-5, 6-4.

Handicap Doubles.
Robinson and Dr. Linde beat Bowker and Gordon 6-4, 6-2.
S. E. and S. D. Green beat Prior and Brooks 6-3, 3-6, 7-5.
Keyserling and Jensen beat Colman and Tuffen 6-1, 6-3.
Wood and Lenox beat Ferguson and Wilson.

Handicap Singles "A".
Henderson beat Deane 6-1, 6-2.

CAPT. CAMPBELL'S AMBITION.

300 M.P.H.

London, March 7.
Sir Malcolm Campbell, speaking at a dinner given in his honour by "The Field" at the Savoy Hotel, last night, said that his speed car was capable of going very much faster than it had done. He added: "My greatest ambition is to do five miles a minute before I retire from motor racing. It is well within the bounds of possibility. I would not say definitely that this car can do it. The highest speed I reached before I had trouble with the gear was 266 miles an hour." He felt fitter than ever before, his standard of driving was better than ever, and he had got more confidence. He intended to have another shot at it.

For 15 years I have been playing on one type of cloth. Now I am playing on the new napless cloth, and, although by the end of the season I think I shall be making bigger breaks than ever before, the change is having its effect. —Walter Lindrum.

HENDREN NEARLY ARRESTED.

Suspicious Gateman at a Test.

TALE HEARD BEFORE

Durban, March 6.
It is revealed that Patsy Hendren was nearly arrested for being a suspicious person at one of the Test matches.

The gatekeeper, in the best Test tradition, held his nose in the air while Hendren fumbled for his pass. A man with a sinister voice whispered in the gatekeeper's ear: "Beware of that man; he's been following us all the morning."

That settled it. The gatekeeper, tossed his head higher and winked at the constable significantly. He smiled loftily as Patsy entreated: "I am Hendren." It was an "I've heard that tale before" smile.

But the crisis turned in favour of Hendren as "Tip" Holmes, a selector, came up and gave the password to the auspicious sentinel.

The man with the sinister voice took Patsy's arm. He was one of his best friends, with whom he had been staying. —P. A. Foreign Special.

BLACKHEATH BEAT MOSELEY.

London Scottish Win But
London Welsh Lose.

WIN FOR GREY'S.

London, March 21.
The following were the results of to-day's principal club games.

London Scottish—St. Bart's Hosp. 13-8.
Old Alleynians—Guy's 17-27.
Blackheath—Moseley 23-5.
Old Blues—Harlequins 5-18.
Portsmouth Services—Bristol 8-5.
Gloucester—Newport 0-8.
Bradford—Richmond 8-3.
Northampton—London Welsh 19-10.

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—H.K.C.C. Tournament.
ATHLETICS—To-day—St. Paul's College Sports, Caroline Hill, 1 p.m.
GOLF—To-morrow—Entries close for Shanghai Visitors' Cup, Fongling.

Sunday—Shanghai Visitors' Cup, Fongling; Open Foursomes, Kowloon.

FOOTBALL—To-morrow—United Services Finals—Junior: H.M.S. Bridgewater v. H.M.S. Bruce, 3 p.m.; Senior—H.M.S. Hermes v. H.M.S. Medway, 4.40 p.m.

Saturday—Senior Shield—South China A. v. Borderers; Junior Shield—H.K.F.C. v. Navy; League I—Chinese Athletic v. Kowloon F.C.; Club de Recreio v. Argyle; League II—St. Joseph's v. Eastern F.C.; University Argyle; League III—Foster v. R.E.

April 18—Sunday Herald Charity Cup Final—Scotland v. China.

RIFLE SHOOTING—Friday and Saturday—Volunteer Corps Rifle Meeting, Stonecutters.

HOCKEY—Saturday—Caoer Club Cup—Hong Kong Ladies' Hockey Club v. Diocesan Girls' School.

RUGBY FOOTBALL—To-day—Club "A" v. H.M.S. Medway, 5.15 p.m.

Saturday—Club v. Army, Soekong, 3 p.m.

RACING—Saturday and Monday—Second Extra Race Meeting, Happy Valley, 12.30 p.m.

April 18—Third Extra Race Meeting, Happy Valley.

CRICKET—Saturday—Civil Service C.C. v. R.A.; Indian R.C. v. Diocesan Boys' School.

FENCING—Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

CHESS—Tuesday—Open Chess Championship commences.

SWIMMING—April 8—V.R.C. Annual Meeting, 6 p.m.

HOME.

RACING—Monday—Queen's Prize.
April 11—Newbury Spring Cup.
April 22—City and Suburban Handicap.

April 29—Two Thousand Guineas.

FOOTBALL—Monday—Army Cup Final, Aldershot.
April 11—Scottish Cup Final; Amateur Cup Final; Army v. Navy and Marines.

April 25—English Cup Final, Wembley.
GOLF—April 30—Professional Tournament, Roehampton.
April 20-24—English Amateur Championship.
April 25-28—Professional Tournament, Torquay.
April 25—Army Championship, Sandwick.
RUGBY FOOTBALL—April 11—British Army v. French Army, Twickenham.

WICKET PROTECTION IN DERBYSHIRE.

Whole Wicket Now to Be Covered.
FINANCIAL REASONS.

London, March 6.
For some seasons Derbyshire have stood out against covering the whole of the wicket before county matches on home grounds. The former captain, G. R. Jackson, was always against the practice, as he thought it was not in the best interests of the game, but the committee have now decided to follow the example of the other counties in extending the protection of the wicket. This action has been prompted by the amount of revenue lost through delays after rain had ceased under the previous system of covering only up to the popping creases.

WEBSTER'S APPEAL TURNED DOWN.

NURMI'S RECORD.

London, March 7.
The appeals of the suspended athletes, J. E. Webster, J. W. Beman, and F. Light (Birchfield H.), for requalification were considered by the General Committee of the A.A.A. at a meeting held at the London Polytechnic to-day. It was decided that the appeals were premature and were not in order.

The committee accepted the time of P. Nurmi, at Stamford Bridge last June (29min. 36.2-5sec.) for six miles, as a British record. It was agreed to permit athletes to wear sleeveless vests.

CRAWFORD'S SUCCESS IN AUSTRALIA.

STRENUOUS DOUBLE

Sydney, March 7.
Jack Crawford, the Australian Davis Cup player, to-day won the Australian-Singles Championship, beating the New South Wales player H. O. Hopman 6-4, 6-2, 2-6, 6-1. He also became joint holder with Hopman of the Men's Doubles Championship, beating R. Donohoe and C. Dunlop 8-6, 6-2, 5-7, 7-7 (retired).

GRANT LEAVES FOR INDIA.

Not As Missionary.

Melbourne, March 10.
C. G. Grant, captain of the West Indian touring eleven in Australia, left for India to-day. Subsequently he is going to Rhodesia, but on his departure he denied the report that he is going to Rhodesia as a missionary.

DEMPSEY NOT TO COME-BACK!

BATTLE URGE GONE.

New York, March 13.
"Jack fights no more," is the latest Dempsey story. "All the old urge to battle has gone," he says, and this definitely dispels the periodical rumours that Dempsey will attempt a come-back.

CANADA DEFEATS ENGLAND.

ICE HOCKEY.

London, March 6.
Canada beat England by seven goals to one in the second ice hockey match between the countries at Streatham Ice Rink, yesterday.

KNUTE ROCKNE.

FAMOUS U.S. FOOTBALL COACH KILLED.

Emporia, Kansas, Yesterday.
Knute Rockne, the famous Notre Dame University football coach, was killed in an aeroplane crash to-day.—Reuter's American Service.

I am the only man in England who doesn't play golf. That's something to be proud of.—C. B. Cochran.
Football isn't a game any more; it's more like a battle. I'm not the only one that goes through it. The reason is pretty obvious to me. Teams come up against skilled men, and they have to bring them down to their own level by hook or by crook. Consequently, you get all this fouling. I'm not boasting when I say that I am skilled. It is generally known.—Hughie Gallacher (Chelsea Football Club).

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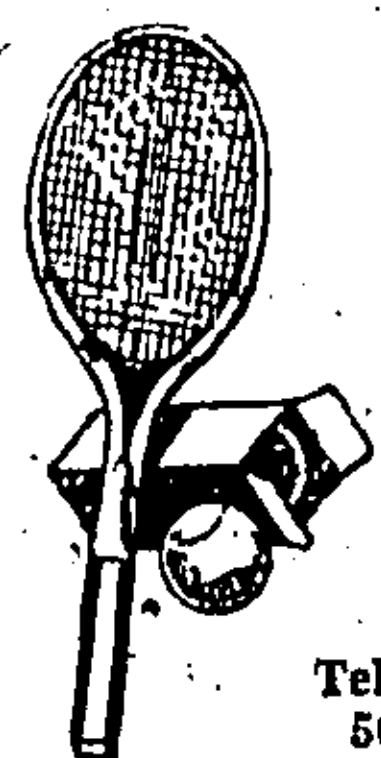
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DISPUTE OVER MISS BOBBY HEINE.

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"ABSOLUTE NONSENSE."

The difficulty of determining precisely the dividing line between amateurism and professionalism in sport has again been brought into prominence by the decision of the Council of Transvaal Lawn Tennis Association.

Miss Bobbie Heine, South Africa's foremost lady player, is to be married at Enster, and a strong feeling has existed among the members that, by giving her a wedding present the Association will be enabled to show their appreciation in a small way of the services Miss Heine has rendered to the game. The question arose, however, whether the wedding gift would infringe Miss Heine's amateur status, and a meeting of the Council, held to consider the point, decided that, while the exact wording of the definition of an amateur might not cover such a case, it would be contrary to the spirit of amateur rules.

It was pointed out that since the other leading players received no present when they married an exception in the case of Miss Heine might cause a certain amount of ill-feeling and create a precedent. The Council finally decided that it was undesirable to make an official presentation to Miss Heine, though, naturally, the members of the Association are free to give her wedding presents in their private capacity.

The decision has met with some criticism in England. The "News Chronicle" describes it as "amateurism gone mad"; and a member of the Council of the Lawn Tennis Association dismissed it as "absolute nonsense."

RUGBY FOOTBALL TO-DAY.

Club "A" Team Against
H.M.S. Medway.

The following will represent the Club "A" to play against H.M.S. Medway to-day at 5.15 on the Club ground:—

S. J. H. Fox; J. J. Ferguson, G. R. More, G. A. L. Plummer, G. P. Lammer; R. H. Griffiths, G. P. Ferguson; J. H. McElroy, W. E. Peers, E. F. Buttress, F. M. Hartley, E. Mitford, I. McEldan, E. B. Gammell, and B. P. Massey.

DO NOT MISS

"SCRUM HALFS"

description of the game.

The China Mail
TO-MORROW.

SHOOTING TRAGEDY.

Man Found Killed With
Humane Killer.

Major Richard Porteous, a leading Hampshire veterinary surgeon, was found shot dead at his home, Kent House, Kent Road, Southsea. There was a wound in his head. A humane killer which he had borrowed from the police was near. Mrs. Porteous, hearing a noise, found the bedroom door locked. The door was forced, and Major Porteous was found in his dressing room.

A new record was made at the plant of the Great Lakes Paper Company at West Fort William the other day when 347½ tons of newspaper were turned out by the paper machines of the mill in a 24 hour period. This total is 9½ tons greater than the previous record. The product is the standard 32 pound paper. The two machines at the mill are said to be the largest in the world.

CUSTOMS UNION.

IMPELLED BY ECONOMIC
DISTRESS.

GERMAN EXPLANATION.

Berlin, Yesterday. Herr Curtius, the Foreign Minister, in a speech in the Reichstag, said that economic anxiety and distress impelled Austria and Germany to take action to equalize their Customs trade conditions, in the hope of improving and extending their trade and industry.

It was difficult to understand the objection that the proposed Customs union affected Austria's independence or violated treaties, or that it endangered peace.

They could not object to Mr. Henderson's intention to submit the matter to the Council of the League of Nations, although they considered that an examination into the legal aspects of the project was unnecessary.—Reuter.

AIR SERVICES.

FRESH PROGRESS REPORTED
IN CHINA.

SHANGHAI TO ICHANG.

Shanghai, Yesterday.

The Shanghai-Ichang air service, carrying both mails and passengers, was launched this morning, when an amphibian machine set out, piloted by Erich Just, who during the War was a member of the famous "Richthofen's Flying Circus." It is hoped that the service will shortly be extended from Ichang to Chungking and Chengtu.

This afternoon, a meeting of Chinese officials and officials of the Eurasia Aviation Corporation is being held at Nanking to discuss details concerning the establishment of the Nanking-Berlin air service, in connection with which two Junkers aeroplanes recently took off to survey the route between Nanking and Manchouli.—Reuter.

ORIGIN OF MAN.

CONTRADICTION THEORY TO
ACCEPTED BELIEFS.

London, February 21.

Professor J. B. Haldane outlined a theory at the Royal Institution which contradicts most of the accepted beliefs about the origin of man.

He said that it was generally believed that the cradle of the human race was one particular place, namely, the Garden of Eden, perhaps in Egypt, China or elsewhere; but it now seemed probable that humanity began in four different places with each race distinct from the others.

He explained that the study of blood transfusion had proved that all the people of the world were divided into four blood groups, although every country had people of each group of types.

A study of these blood groups had enabled modern peoples to be divided on very broad lines according to their origin.

This evidence shed an entirely new light on the migration of people and tended to discount the generally-accepted theories of anthropology.

Professor Haldane also believed that the origin of cultivation occurred independently in different places. One probably occurred in Egypt and another somewhere between Afghanistan and the Punjab.

DAST TO THE CAFF.

London, Yesterday.

An attempt to dash from England to the Cape in six days in a high speed aeroplane has been launched by the millionaire sportsman Lieutenant Commander Glen Kidston, with the object of impressing the authorities that British air mails can be greatly expedited.—Reuter.

LOSS TO ARMY.

London, Yesterday.

The death is announced of Colonel William Fanshawe Gordon.—Reuter.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/-
Bank, on demand	1/-
Bank, 4 months' sight	1/- 1/16
Credits, 4 months' sight	1/- 11/16
Documentary, 4 months' sight	1/- 13/16
On Paris—	
On demand	617½
Credits, 4 months' sight	657½
On New York—	
On demand	24½
Credits, 60 days' sight	25½
On Bombay—	
Wire	67½
On demand	67½
On Calcutta—	
Wire	67½
On demand	67½
On Singapore—	
On demand	43½
On Manila—	
On demand	48½
On Shanghai—	
On demand	Tls. 77½
Dollar	5%
On Yokohama—	
On demand	40%
Sovereigns (Bank's buying rate)	1/- 5%
Silver (per oz.)	13 3/16
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin	22½% dis.
Hong Kong Sub. Coin Par	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	124.16½
New York	4.85 25/32
Brussels	34.94½
Geneva	25.25½
Amsterdam	12.12
Milan	92.7½
Berlin	20.38½
Stockholm	18.15
Copenhagen	18.16½
Oslo	18.16
Vienna	34.55½
Prague	184
Helsingfors	198½
Madrid	44.6
Lisbon	108.25
Athens	375
Bucharest	217
Rio	3½
Buenos Aires	39 1/16
Montevideo	35½
Bombay	1/5 27/32
Shanghai	1/- ½
Hong Kong	1/-
Yokohama	2/- 13/32
Silver Spot	13 3/16
Silver Forward	13½

—British Wireless Service

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 1st April, 1931.

STOCK	Buy-ers	Sell-ers	Sett-ers	Dom.	Fin.	Last dividend and when paid
Banks.						
Hong Kong Bank	2015	...	2030/2025	Dec.	...	[Final 25 bonus at 1/25 for 1929-30] Mar. 2, 31
Chartered Bank .....	...	...	101	Dec.	...	[Final 7½ bonus at 1/25 for 1929-30] Mar. —, 31
Mercantile Bk., A.B. .....	...	...	241	Dec.	...	[Final 7½ bonus at 1/25 for 1929-30] Mar. —, 31
" C. .....	...	...	121	Dec.	...	[Final 7½ bonus at 1/25 for 1929-30] Mar. —, 31
Bank of Asia	118	...	...	Dec.	...	\$4 for 1930-31 Feb. 29, 31
Insurance.						
Canton Ins. .....	...	...	1380/1370	Dec.	...	[Final 87 for 1929-30] May 16, 30
Union Ins. .....	...	...	925	Dec.	...	[Final 10 for 1929-30] May 30, 30
*China Underwriters	3.60	...	3.00	Dec.	...	[Final 20 bonus at 1/25 for 1929-30] May 30, 30
China Fire Ins. .....	...	...	535	Dec.	...	[Final 20 bonus at 1/25 for 1929-30] May 30, 30
H. K. Fire Ins. .....	...	...	1300	Dec.	...	[Final 20 bonus at 1/25 for 1929-30] May 30, 30
Shipping.						
Douglases .....	...	...	25	Dec.	...	Last dividend for 1929-30 Mar. 4, 30
H. K. Steamships	203	...	...	Dec.	...	[Final 10 for 1929-30] Jan. 12, 30
Indo-China (Pref.) .....	...	...	40	Dec.	...	Last dividend for 1929-30 Jan. 12, 30
(Def.) .....	...	...	30	Dec.	...	[Final 10 for 1929-30] Jan. 12, 30
Shell Transports .....	...	...	15/-	Dec.	...	[Final 10 for 1929-30] Jan. 12, 30
Union Waterboats .....	...	...	35½	Dec.	...	[Final 10 for 1929-30] Jan. 12, 30
Mining.						
Benguet .....	...	...	10	Dec.	...	Interim 25 cents for 1930-31 Mar. 31, 31
Kailash Mining Ad. .....	...	...	33/0	June	...	Interim 25 cents for 1930-31 Dec. 30, 30
Langkat .....	...	...	81	Oct.	...	T. 0.50 for year 31-10-30 May 8, 30
S'hai Exploration .....	...	...	...	Dec.	...	None
Loans .....	...	...	61	Dec.	...	[Final 10 for 1929-30] Feb. 6, 31
*Rauha .....	...	...	99	Mar.	...	[Final 10 for 1929-30] Mar. 16, 31
Venezuela Gold Fields .....	...	...	3.80	...	...	...
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves .....	...	...	101	Dec.	...	\$2 for 1930-31 Mar. 19, 31
H. K. & W. Docks .....	...	...	29½	Dec.	...	Last dividend for 1929-30
South Ch. Motors .....	...	...	10	...	...	...
*China Provident (old)	5.10	...	4.55	Dec.	...	[10 cents on old] for 1930-31 April 8, 31
(new) .....	...	...	...	...	...	[10 cents on old] for 1930-31 Sep. 12, 30
Hongkew	232	...	...	Dec.	...	T. 0.25 for 1930-31 Mar. 6, 31
N. Engineering	62	...	...	Dec.	...	T. 0.25 for 1930-31 July 30, 30
Shanghai Docks	108	...	...	Apr.	...	T. 0.25 for year 30-4-30
Land, Hotels & Buildings.						
*H. K. & S. Hotels	14.80	...	14.20/80	Dec.	...	[Final 20 for 1929-30] Pending
H.K. Lands (old) .....	...	...	85	Dec.	...	[Final 20 for 1929-30] Feb. 10, 31
(new) .....	...	...	...	...	...	[Final 20 for 1929-30] Jan. 10, 31
Shanghai Lands	418	...	...	Dec.	...	[Final 20 for 1929-30] Feb. 24, 31
Humphreys (Cum Rts.)	16½	...	...	Dec.	...	[Final 20 for 1929-30] Pending
" Rights .....	...	...	3	Dec.	...	[Final 20 for 1929-30] July 31, 30
H. K. Realities	10.00	...	10.90	Dec.	...	[Final 20 for 1929-30] Pending
Chicago Estate	00	...	...	Feb.	...	\$5 for year 28-2-30 July 31, 30
Cotton Mills.						
*Ewo Cotton	14.45	14.65	14.45/65	Dec.	...	T. 0.75 for 1930-31 Mar. 19, 31
Shanghai Cotton	108	...	...	Apr. and Oct.	...	T. 0.45 for half year 31-10-30 Nov. 30, 30
Zoong Sigs	11.00	...	...	June	...	T. 0.80 for year 30-6-30 Oct. 11, 30
Public Utilities.						
*H. K. Tramways	171	...	172	Dec.	...	[Final 40 cents] for 1930-31 Feb. 27, 31
Peak Trans (old) .....	...	...	14½	Apr.	...	[Final 40 cents] for 1930-31 June 16, 30
(new) .....	...	...	...	...	...	[Final 40 cents] for 1930-31
Star Ferry	301	...	301	Dec.	...	\$4 for 1930-31 Feb. 19, 31
*China Light	344	34.70	34.50/70	Sept.	...	[Final 40 cents] for 1930-31 Dec. 16, 30
H. K. Electric	78	...	...	Dec.	...	\$2.50 for 1930-31 Mar. 19, 31
Macao .....	...	...	23	Dec.	...	None
Sandakan Lights .....	...	...	12	June	...	None
H. K. Tel. fully paid	49	...	...	Dec.	...	[Final 10 for 1929-30] Mar. 11, 31
" part paid	30½	...	39	Dec.	...	[Final 10 for 1929-30] Feb. 25, 30
China Buses .....	...	...	18.29	Dec.	...	T. 0.50 for 1930-31 Feb. 25, 30
SpecTractions (Ord.) .....	...	...	6/6	Sept.	...	[14½ on preference shares] subject to Income tax...
(Pref.) .....	...	...	19/-	...	...	...
Industrials.						
China Sugars .....	...	...	80c	...	...	In liquidation...
Malayan Sugars .....	...	...	40/42	Dec.	...	P. 3 for 1929-30 Apr. 11, 30
Cald. Marg. Ord. .....	...	...	15	Dec.	...	[T. 0.50] 7 months 1929-30 Apr. 30, 30
Pref. .....	...	...	11½	...	...	...
Canton Ice .....	...	...	8.80	July	...	None
*Cements (com.)	16.00	...	16.45	...	...	[50 cents on old] for 1930-31 Mar. 19, 31
(old)	11½	...	6.15	...	...	[50 cents on old] for 1930-31
(new) .....	...	...	...	...	...	...
H. K. Ropes .....	...	...	18½	Dec.	...	75 cents for 1929-30 Mar. 27, 31
Stores, &c.						
Dairy Farms	34½	...	...	Dec.	...	\$1.50 for 1930-31 Mar. 19, 31
Watsons .....	...	...	13.00	Oct.	...	75 cents for year 31-10-30 Mar. 1, 31
Der A Wings .....	...	...	1	...	...	...
Lane Crawford .....	...	...	41	Feb.	...	Last dividend for year 29-2-30
Macdonalds .....	...	...	20	Feb.	...	\$2 for year 28-2-30 May 15, 30
Sincere .....	...	...	191	...	...	...
Wm. Powells .....	...	...	2.85	Feb.	...	50 cents for year 28-2-30 June 10, 30
Miscellaneous.						
H. K. Amusement (old)	20	...	...	Mar.	...	\$2.00 for year 29-2-30 Sept. 27, 30
(new)	17	...	...	...	...	...
Ch. Entertainment .....	...	...	10.55	...	...	...
H. K. Constructions	6.10/1	Dec.	...	None
B. Ind. G.S. Bonds	68%
H. K. Govt. Loans	6%	Interest half yearly

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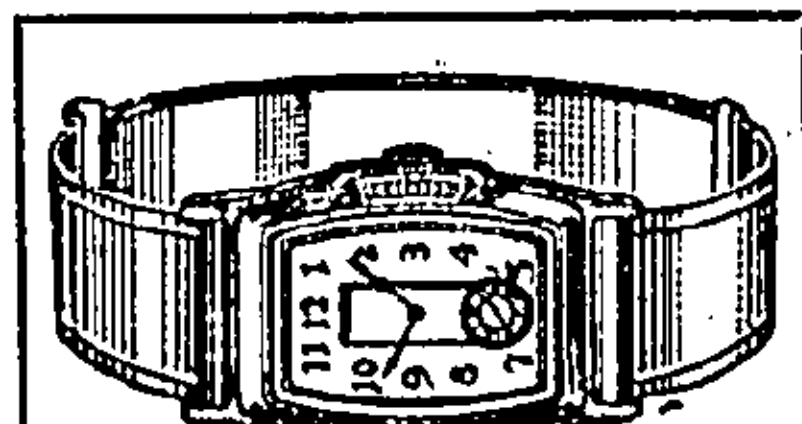
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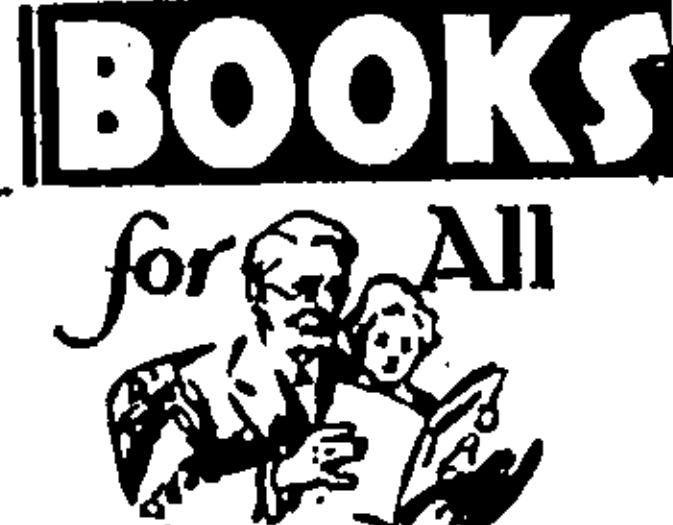
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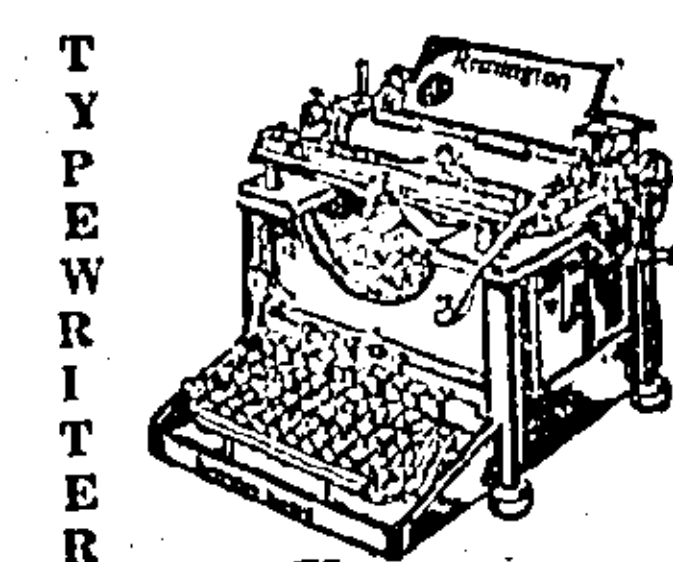
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MALAY DEEP-SEA
DIVERS.

Seeing a Coin Further
Than a Scot.

A ragged Arab youth was per-
forming one of the world's oldest
tricks for some passengers from
our ship. He palmed a dishevelled
and "disreputable looking baby
chicken into the marble top of a
cane table and recovered it sudden-
ly from the right ear of a Colonial
judge, writes Sir Percival Phillips
in the Daily Mail.

The judge, who had never been
seen to smile during four days of
sunshine at sea, chuckled sheepish-
ly and looked as pleased as a boy
at his first pantomime.

He betrayed the weakness of us
all for the simple pleasures of
native "side-shows." Every port
on the highways of the world has
its C. B. Cochran. Sophisticated
travellers who abhor music-hall
entertainments surrender easily to
the magicians, jugglers, and
strange comedians who know that
human nature is always young and
easily entertained if approached in
the right way.

The wall of a pipe which an-
nounces an Indian snake "charn-
er" will draw seasoned cynics as
verandah globe-trotters.

Cobra-Mongoose Act.

I think the cobra-mongoose act,
which thrives east of Suez is the
best value of all. Harmless though
the cobra may be, he causes an
uneasy thrill every time he lifts
his wicked hooded head and looks
instinctively for a victim. It is
worthwhile to see his furtive ad-
vance on the nearest spectator,
ready to strike, only to be yanked
back ignominiously by the tail be-
fore he is able to make even a
gesture of hate.

It is worth twice that to watch
the mongoose at work. A low-
caste snake, the star victim of this
Roman holiday, is unleashed from
its basket and permitted to start
thankfully for the nearest jungle.
Before it has gone three feet, a
flash of lightning, which is the
mongoose, hits it in the neck and
that is the end of the low-caste
snake.

There is fascination and much
mystery in the basket trick. A
small boy is trussed with rope and
packed into a wickerwork recep-
tacle which is then securely fasten-
ed. A sword is passed through
and through, and the small boy
howls convincingly. But when the
basket is reopened after much har-
rassment by the magician, it is empty,
and before the spectators can re-
cover from their surprise the small

boy appears smiling from the back
of the crowd. His ability to climb
a rope suspended from nothing and
then disappear in mid-air is wide-
ly known, but I have yet to meet
anyone who has seen him do it.

Fighting Crickets.

The Chinese showmen prefer
crickets to cobras. They are train-
ed to fight each other like demons
and their backers bet heavily on
the result. Two sporting crickets
will enthrall a street crowd tense
until one or the other has been
knocked out.

Walk through a street in one of
the smaller towns where Western
civilisation has not spoiled the set-
ting, and you will undoubtedly
meet a troupe of strolling players
in fantastic masks, or disguised as
queer beasts. They dance and sing
and the children love them. More
conventional entertainers cling to
the samisen (native guitar) and
are sometimes supported by agile
youths on well-manipulated stilts.

African Ballet.

Even Darkest Africa realises the
value of impromptu entertainment
for travellers. If you motor from
Uganda to the White Nile by the
new highway called the Great
North Road, a surprising form of
ballet will be seen at the villages
along the route. The Acholi tribe
perform it unadorned and un-
assisted.

When a tourist car is sighted,

they troop joyously to the roadside
—youths, maidens, married women
with babies and their husbands—
and as the car draws up they begin
a tribal dance. It is a spectacle
sufficiently unnerving to Western
"first-nighters," yet the performers
would be puzzled and amused at
the suggestion that it savours of
impropriety. The local C. B.
Cochran is proud of his young
ladies. He is still untainted by
contact with money, and the only
box-office receipts he desires are in
the form of cigarettes. One apiece
to the members of the ballet and
a handful for himself is ample pro-
fit.

But farther north the business
side of tourist entertainment is
based on hard cash—in advance.
The long-legged Shilluk who lie in
wait for the White Nile steamers
wear clothes and many tappings.
They are ready to dance when the
boat stops for two hours, but they
want Sudan currency and as much
of it as possible.

In Abyssinia you will meet an
occasional troubadour who im-
provises songs to order and accom-
panies his singings on a primitive
stringed instrument. A distant re-
lative can be found in Omdurman,
playing up and down the lines of
boulders that constitute the low-
class bazaar. By the time you

reach Assouan the music is render-
ed by reed pipes. Cairo offers a
variety of musical street entertain-
ment as a prelude to livelier pro-
grammes indoors.

Deep-Sea Derby.

Deep-sea divers flourish every-
where east of Suez. The most ex-
pert are the Malays, who swarm
around the liners off Singapore,
although they have able competi-
tors in the Somalis at Djibouti and
Aden. They can see a silver coin
farther than any Scotsman. Toss
one into depths and half a dozen
brown bodies wriggle after it,
fathoms below, in a most exciting
race. The passengers bet on their
favourite and a deep-sea Derby is
often a star turn.

European ports have their "side-
shows" as well. On the eve of this
voyage I saw a restaurant in
Marseilles completely demoralised
by a hawk of mechanical toys.
He was a queer figure, clad entire-
ly in leather, with three leather
bags on his back from which he
produced a most enticing lot of
clockwork objects. There were a
boxer that feinted and ducked, a
bear that danced, a butterfly that
flew, a dog that begged, rolled over
and died, and other incredible
specimens drawn from his portable
 Zoo.

ROYAL TOMB IN IRELAND.

**Skeletons Of Ancient King
And Queen.**

The remains of a King and
Queen which experts say are from
1,800 to 2,000 years old have been
found on Sheebeg, a mountain near
Carrick-on-Shannon. Sheebeg, from
which five counties and 14 lakes
are visible, has been stated by his-
torians to contain the remains of a
dynasty whose origin is lost in the
mists of antiquity.

The removal of hundreds of tons
of rock and rubble disclosed the
entrance to the royal vault. It had
been barred by a solid block of
dressed masonry, weighing over
ten tons. When this was removed
the skeletons of a male and female
were discovered side by side,
facing towards the former royal
seat of Tara. All indications point
to the fact that the skeletons are
those of persons of supreme im-
portance in ancient Erin.

Treasure and armour are believ-
ed to be concealed in another
chamber in the interior of this
royal mountain, which is now
guarded night and day by Civic
Guards.

GIRL GANGSTER AND
EX-LOVER.

Three Death Stories
from the States.

The amazing story has just come
to light in New York of the exploits
of a girl, aged 16, who is in custody
on a charge of murdering her
sweetheart, who was a member of
a band of robbers over whom she
ruled as queen.

The affair would be regarded as
improbable if it formed the sub-
ject of a cinema thriller of the
underworld.

The girl's name is Margaret
Miller, and the slain gangster, who
was little older than herself, was
Stephen Sweeney.

According to affidavits made by
Franco Spiraco, a desperado ar-
rested on a charge of highway
robbery, Margaret Miller organised
the robber band a few months ago
and held autocratic sway over it.
The penalty of questioning her
authority—acknowledged by a
blood-curdling oath taken by each
member—was death.

Sweeney was the deputy leader
of the band, but the girl, it is as-
serted, planned and directed the
execution of their daring hold-ups
and burglaries, exercising her
charms to keep away from the
scene any policeman who happened
to be inconveniently near.

The Rival.

One day a youth named Schoen-
hart was taken into the organiza-
tion, and soon Sweeney found him-
self playing second fiddle. Schoen-
hart not only usurped his functions,
but also his place in the "queen's"
affections.

Sweeney rebelled, and was
"taken for a ride" one night by the
girl's orders. He did not suspect
what was going to happen
to him until the motor-car,
which the girl herself was
driving and in which three
"executioners" were also seated,
stopped on a lonely road on Long
Island. He was told to get out, and
seems to have accepted the inevit-
able calmly.

"I'll take it standing up," Spiraco
quoted him as saying.

His bullet-riddled body sprawling
in the road was seen by an air-
mail pilot flying over the spot at
dawn.

The guns of the Chicago under-
world blazed one night recently
and cut down Patsy Tardi, the
leader of one of the Chicago gangs.
He was the seventh leader of the
gang to pay for his eminent posi-
tion with his life.

The same fusillade of revolver

THE FINE ART
OF RELAXATION

In the days of Thackeray and the coffee-
houses when leisurely conversation and
relaxation were religiously cultivated,
"THREE CASTLES" played no small part in
the lives of those giants of the past.
And right today, "THREE CASTLES" is still
the choice companion and friend of those
who have learned the fine art of making
the most of moments of leisure.

"THREE CASTLES"
CIGARETTES

FAMOUS FOR FIFTY YEARS

shots hit his companion, Ralph
Tardi was left-handed, the police
had the theory that it was he who
fired the shot that ended Lingle's
career.

Lying face downwards in pools
of blood two victims of the latest
St. Louis gang feud were found
dead by a milkman on his rounds.
They were identified as Leo Or-
lando, of the "Cuckoo" gang, and
Isidore Katz, a hanger-on of the

same gang. They were discovered
several hours after they had been
killed, their deaths being just one
more incident in the continual
gang warfare of the west.
Orlando, who was 28, had a re-
cord of over 100 arrests. In 1927
he was, with two others, charged
with the midnight murder of a
doctor. The three were acquitted
but Orlando's two accomplices
were later murdered.

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China Mail

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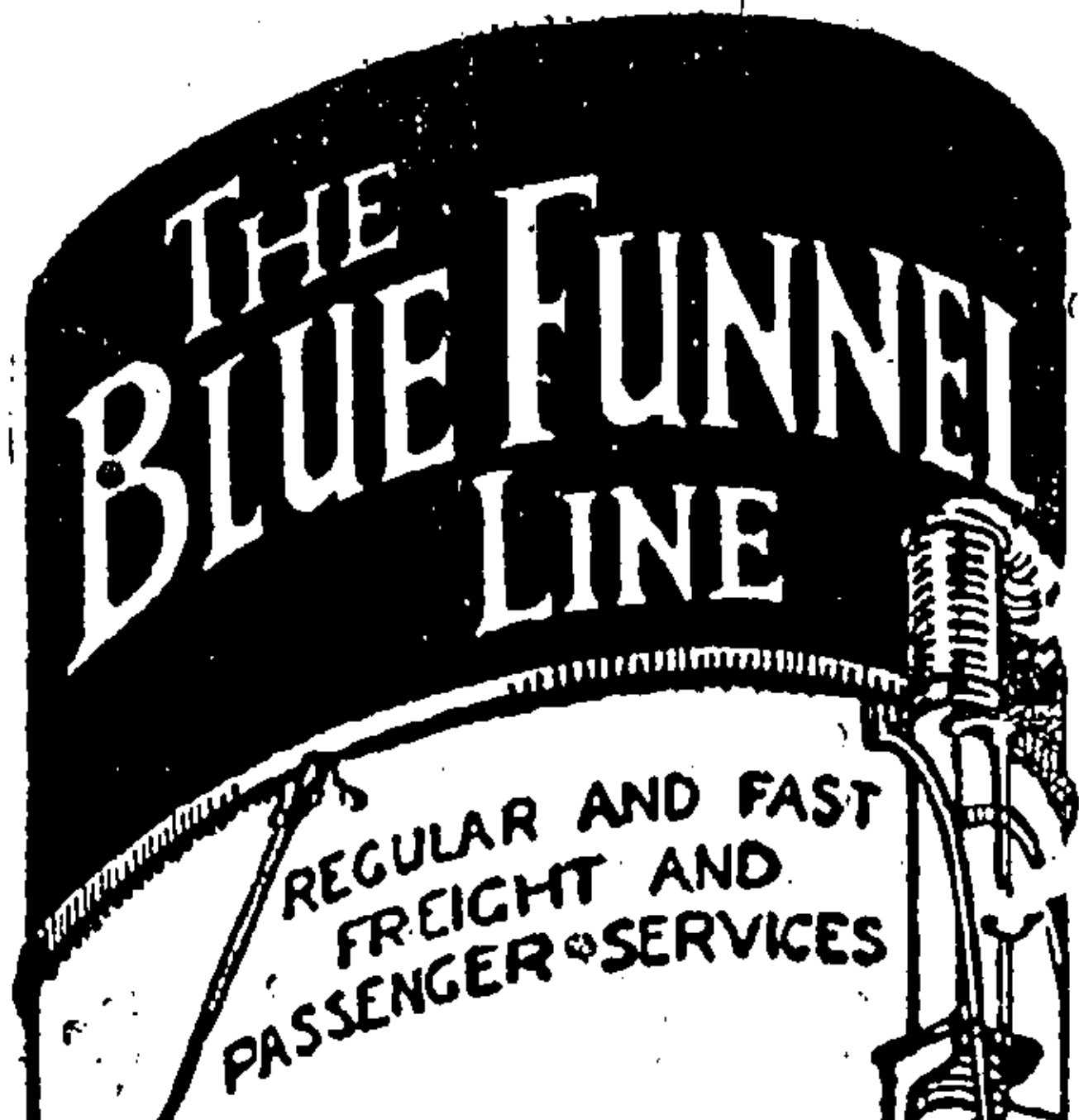
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"IXION" 9th Apr. For Victoria, Vancouver & Seattle
"TYNDAREUS" 2nd May For Victoria, Vancouver & Seattle

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GANDHI FIXES THE VICEROY'S SALARY.

Will Not Get More Than 500 Rupees Monthly.

HIS "ELEVEN POINTS."

Karachi, Yesterday.
A storm of noisy enthusiasm resounded throughout the town at midnight, denoting the termination of Congress, whose final act was the unanimous adoption of a resolution consisting of an elaboration of Gandhi's famous "eleven points," forming the official definition of "Purna Swaraj," demanding an Indian native Government endowed with various fundamental rights; laying down a catalogue of detailed provisions, including the abolition of the salt duty; a new exchange and currency policy; the reduction of military expenditure by at least half; the fixation of a wage for industrial workers; the protection of Indian cloth by the exclusion of foreign yarn; total prohibition, and the limitation of Civil Servants' salaries to £450. "Under the Swaraj," declared Gandhi, "even the Viceroy will not be paid more than 500 monthly."

He added that the foregoing would represent Congress demands at the resumed Round Table Conference.

The final session was protracted by the President's ruling that no decision should be reached until the return of Hindus and Moslems, who were temporarily absent praying.

Moslems Murdered.

Cawnpore, Yesterday.
The situation is steadily improving and military pickets have been withdrawn from certain areas, but owing to the fear of outbreaks of disease and further trouble, the inhabitants of the affected areas are taking refuge elsewhere. The principal bazaars remain closed.

Several Moslems are reported to have been killed and their houses burned down in villages near Cawnpore, whither a strong force of Police has proceeded.—Reuter.

Earlier News.

Karachi, Yesterday.
On the proposal of Gandhi, the Subjects Committee of the All-India Congress has decided upon the fundamental conditions of Swaraj Government. These conditions are: the total prohibition of liquor, the limitation of the salaries of State officials to £450 a year, the exclusion of foreign cloth and yarn, and the exclusion of income tax on agricultural income and inheritance tax.—Reuter.

PRINCE'S BEDROOM RANSACKED.

Theft by Prominent Young Argentinian.

JEWELLERY RECOVERED.

New York, Yesterday.
It is revealed that while the Prince of Wales and Prince George were enjoying the hospitality of Buenos Aires on March 14, Prince George's bedroom in the British Embassy was broken into and ransacked, personal jewellery of a considerable value being stolen, but it was recovered by the Police. The thief is alleged to be a prominent young Argentinian.—Reuter's American Service.

LONDON TO CAPE IN SIX DAYS?

Ambitious Flight of Glen Kidston.

NAPLES REACHED.

Rugby, Yesterday.
Commander Glen Kidston, with Lieutenant Cathcart Jones as Assistant Pilot, and Wireless Operator Johnson, left Netheravon, Wiltshire, this morning for Cape Town, which he hopes to reach in six days. The present record established by the South African airman, Casparuthus, is 3½ days. Commander Kidston is proceeding via Athens, Cairo, Nairobi, Broken Hill, and Cape Town.—British Wireless Service.

Arrival in Naples.

Naples, Yesterday.
Commander Glen Kidston arrived here to-day.—Reuter.

LONDON BROKERS DISAPPOINTED.

Fiasco of Lancashire Cotton Issue.

LACK OF CONFIDENCE?

London, Yesterday.
The City is very disappointed with the result of the Lancashire cotton issue. The underwriters are left with 96 per cent, so that only £80,000 has been taken up by the public.—Reuter.

COMPANY DIVIDEND

HONG KONG ENGINEERING AND CONSTRUCTION.

The Directors of the Hong Kong Engineering and Construction Company, Limited, will, at the meeting of shareholders to be held on April 22, recommend the following allocation of profits, after writing off \$16,819.57 for plant and machinery, motor trucks, motor-junk, etc.:

To pay a dividend of 15 per cent., viz., 30 cents per share \$ 28,650.00
To carry forward to credit of next year's account 28,791.55
\$ 57,441.55

THE GREAT EASTERN.

Historic Journey Of Famous Ship.

On January 27, 1870, the famous Great Eastern arrived at Bombay with the cable which was to be laid between that port and Suez, and which was more needed than ever by the shipping world since the opening of the canal.

The Telegraph Construction and Maintenance Company chartered her, painted her white for the service, and sent her out from Portland loaded down with 10,500 tons of coal, 5,400 tons of cable, and necessary gear.

It was a particularly interesting job for the old ship, for she was originally designed to run in the Indian Ocean trade, preferably to Colombo, where her mighty cargo would be distributed into smaller ships for India and Australia, but the bankruptcy of her original owners owing to the time she took to be launched had caused her to be bought for the New York run, a service for which she was in no way fitted and in which her wonderful coal capacity and other features were absolutely wasted.

This cable job showed that she had many advantages on a long run, but by then it was too late to make any commercial use of her.

QUARRY BAY SCHOOL.

Annual Festival of Spring.

PRETTY LITTLE FUNCTION.

Little Miss Gwenyth Waldron was Queen of the Spring Festival held in the Quarry Bay School this morning. A daintily-dressed throne had been erected for her in the grounds, and lads and lasses, some of very tender years, revolved round the Maypole in her honour.

The spirit of Spring was in the air, and the villagers, bedecked in holiday garb, improved the shining hour with folk songs, after their dance. They sang "Billy Boy," "A Farmer's Son So Sweet," and the ballad of the coy maiden who knew no other answer but "O! No John!"

More dances followed, after which the children's band entertained with Schubert's Marche Militaire, Beethoven's Gavotte in B Minor, and the Moment Musical, (Schubert).

Hancock's "May Time" closed the programme. "Blossom on the hedgerows, Sunshine on the hills" And old King Sol, conscious of his duty, spread sunshine on the hills over Quarry Bay, where the children sang their light-hearted song of Spring.

Lady Peel was an interested spectator, and amongst those present were Mrs. A. H. Walker the Hon. Dr. S. W. T'ao, Mr. and Mrs. G. P. de Martin, Mr. A. O. Brown, and Mr. A. R. H. Phillips (manager of the Taikoo Sugar Refining Co., Ltd.).

INFANT MORTALITY IN HONG KONG.

More Suitable for a Grand Guignol.

1,724 BODIES IN 1929.

London, Yesterday.
In the House of Commons to-day, to a question which another member suggested was "more suitable for the Grand Guignol Theatre than the Commons," Dr. Drummond Shiels, of the India Office, said that 956 male and 768 female children, aged three or under, were found dead in the streets of Hong Kong in 1929.—Reuter.

[Lord Passfield stated in the House of Commons recently that it was impossible to make a large population of Chinese bury their dead children. The Government had been striving for years to prevent the practice. The finding of the corpses of infants in the streets of a big city was not uncommon, and the number found in London was somewhat considerable.]

NEW U.S. MINISTER

UNDER-SECRETARY OF STATE APPOINTED.

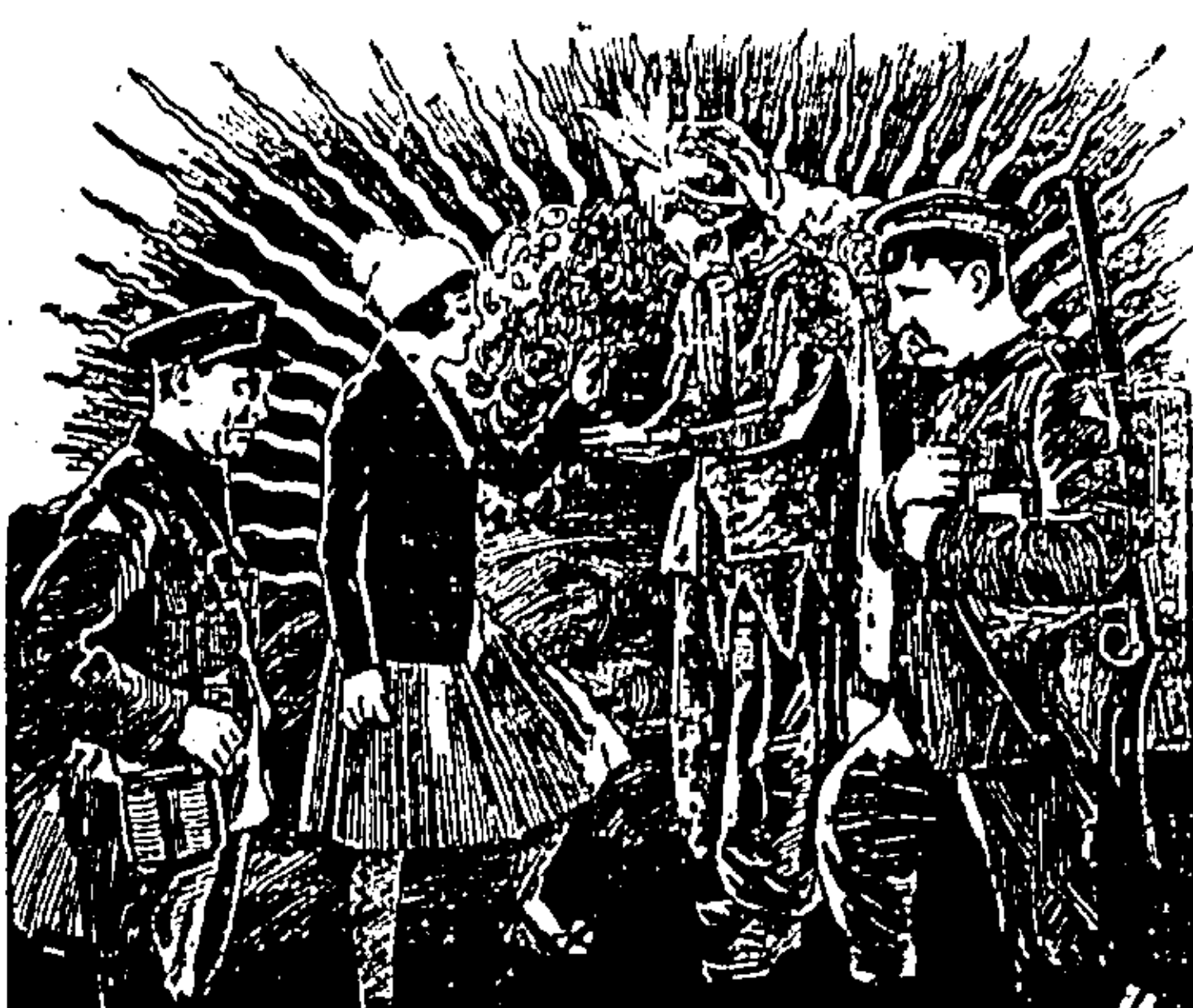
Washington, Yesterday.
President Hoover has appointed Mr. W. R. Castle, Junior, as Under-Secretary of State in succession to the late Mr. Joseph Cotton.—Reuter's American Service.

Thirty-two new industries were established in Manitoba in the year 1930, while 16 established industries added new lines and 12 expanded their factories.

CENTRAL THEATRE

TO-DAY TO FRIDAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

WE ARE PROUD TO PRESENT
THE FIRST AND BEST BRITISH
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"ALL'S BUTTION"

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TUBBY EDLIN, ALF GODDARD
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Based on W. A. DARLINGTON'S
Famous Farce Extravaganza

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"CONGO JAZZ"

LOONY TUNE CARTOON.

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Warner Bros.
Present

Al Jolson

IN
"SAY IT WITH SONGS"
With
Davey Lee



"TEA FOR THREE"

with LEW CODY—ALEEN PRINGLE

AT THE **STAR** FINAL SHOWINGS TO-DAY
At 2.30 & 9.20